

Chaining Notes.

M.P. 932 to

M.P. 1111

Valley Div.

(22)

(C-2)

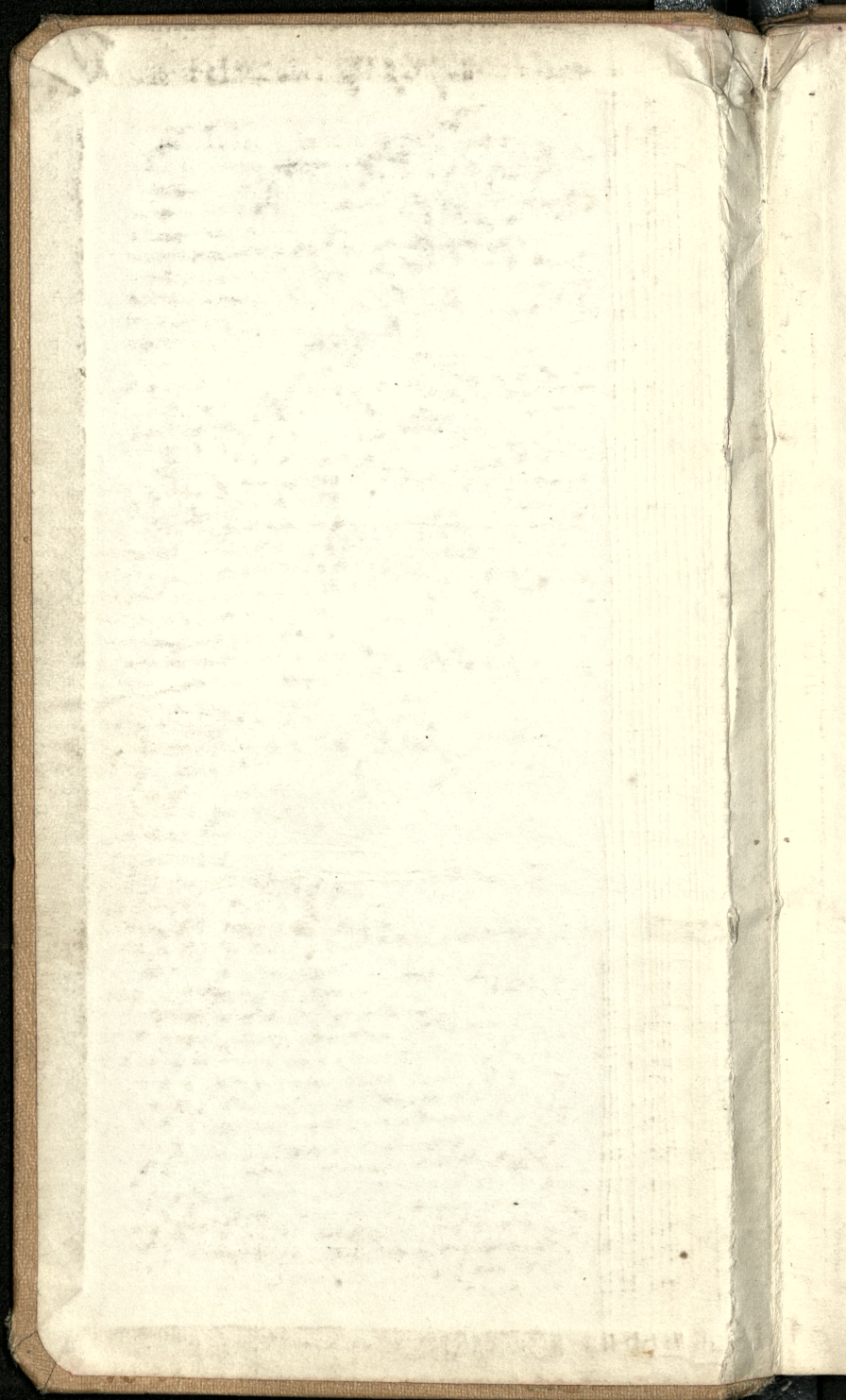
Santa Fe

Insert Name of Railway Company

FIELD BOOK

FORM 1926

W. G. L. CO. 16961 9-14 500 BKS.





$$\begin{array}{r} 6/53 \\ 4883 \\ \hline 2 \\ 9+766 \end{array}$$

$$\begin{array}{r} 2455 + 589 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 2491 + 989 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 2508 + 389 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 34+082920 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 61+189 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 87+589927 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 2613989 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 401389925 \\ \hline \end{array}$$

$$\begin{array}{r} 3231+189936 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 47+589 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 73+989927 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 30005899 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 26789908 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 53+189 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 79+589939 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 3405989 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 32+389940 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 58+789 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 85+189941 \\ \hline 2640 \end{array}$$

$$\begin{array}{r} 11+56 \\ \hline \end{array}$$

8921
0

89932

9

920

9

9221

2

925

936

927

99

938

9

939

9

940

9

941

9

$$\begin{array}{r} 111\ 54+46\ 5 \\ \underline{9+76\ 7} \\ 64+23\ 2 \end{array} \quad PC \quad 30' \Delta 45^{\circ} 3'$$

Fence Ahead 259' W over 20' Post Ctn. 2 B.W.

Fence Ctn. 50' P.O.H.

60+75² L Cosh. 2.5' Gds +

60+27³ W X Sign 9° R

55+58⁹ M.P. 921 1/2

53+43^E Paved Rd. 1/2 mi.

53+38⁰ L Two Cattle L. & R

Cross 28' lg. 6° Cts. Ht.

52+89² Br. #932 B.D. Pil. C. Trn

51+58⁰ L Car. L. off R.

Fences 50' P. & L. 5 B.W. P.W. R. 146' Ctn.
2436+00 W. V. 44' R. Post. 17

Nov 8th 1915

East Allensworth.
Old M.P. 931 +

5 B.W. 16' Rd. Ctr.

7 B.W.
8' Rd. Ctr.

9' 0"

15' Eucalyptus

16' Woody shrub

beginning

67+21² Aux. Pump Ho. } 260
67+19² Privy 125' L. } 274 R.
67+20² Fence Cr. 220' out R.
67+08² Pump Ho. 185 R

66+96² HB, on R, Tak Ctr

66+44² 2¹/₂ Tak R, 20² R.

66+36² Fence Cr. 150' L

65+75² Fence Cr. 50' L

65+18² Fence Cr. 50' R.

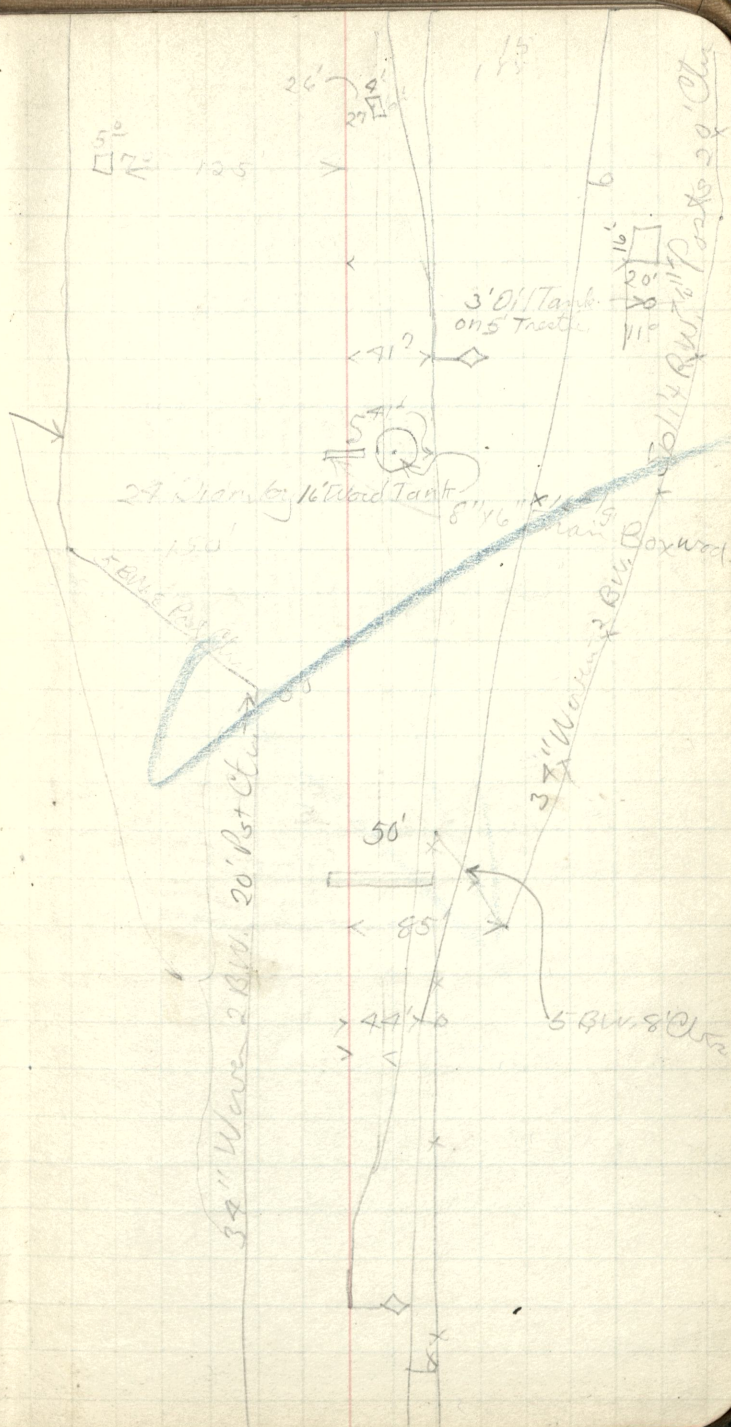
65+08² 10' Sheet Iron Pl. 72' lg.

64+97² Fence Cr. 25' R.

63+70² W.U. Pole 44' R.

62+54⁶ P.F. #10 Spg.

61+74² E.H.B. Allensworth



ALLENSWORTH,

71+61⁰ Mail Crank L. 9² L.

71+0 R⁰ Barn L.

71+00 Trk Ctr 13' + 28²

70+70² Fence Cr. 40² L.

70+57⁵ W.E. Earth Plat form.

70+11² N.W. Bd 932 56.

69+80⁰ Lee Ho 65⁰ L.

69+49² Fence Cr. 40² L.

70-74²

69+09² Old Rd 13² L.

69+06 W.N. Pl. 212² R.

68+81² Depot 15⁵ L.

68+78² St. Sign 22² L.

68+53⁰ Tool Ho 20² L.

68+37⁵ E.E. Earth Plat form 11' wide 4' out

67+90² Mex Bunk Ho. 116⁰ L.

67+39⁰ Bunk Car 18⁵ R. Oper. Ho.

81+10³ Tel Pole 52' L.

80+93¹ Cur Oil Pump 66 R.

80+81⁵ Tel Xing 2 wires 23' Chan

80+46⁰ Tel Pole 60' R.

79+91² Oil Pump 67 R

75+11⁵ Fence Cor 150' L. 117 L

74+70⁴ 16 Wood G 150' L.

74+62⁰ R. 4216' G 220' R

74+56⁰ Xing 14' L

74+50³ Ware Ho 49' R.

74+07⁰ Fence Cor 61' L

72+11⁸ Fring 1400 R. 54²

bar

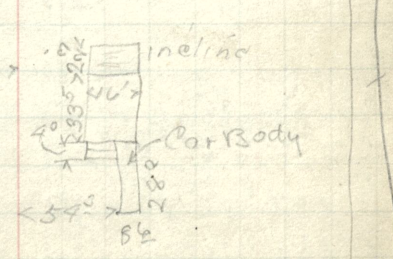
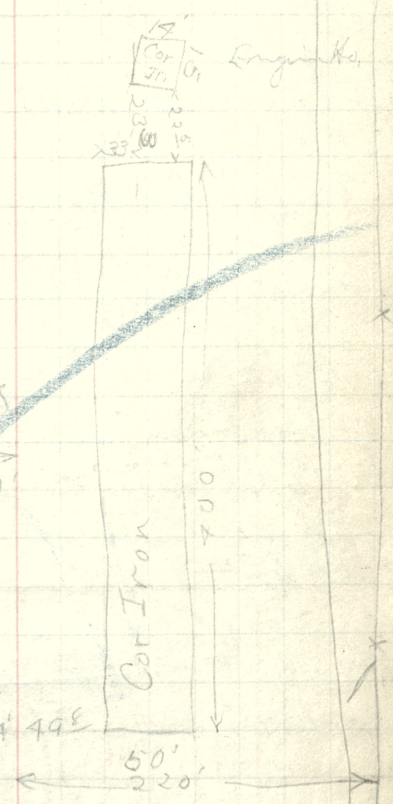
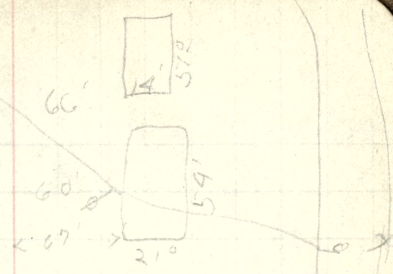
GR

24" Woven 2 BW, 20' RW, 20' c/c

9 BW 20' c/c

Ties 15' c/c

15' 17'



Engine

incline

Cor Body

93+40° W.V. Pole 44'R.

92+58° Can Set off R.

91+92° Fence Cor 50'Rth + 20'R + 150'L.

89+95° Rail Rack 9° R

88+48° WX line 9° L

88+20° L R X line

88+12° X line 10° L.

88+02° N. line 8° L.

86+66° W. line 10° Wth

80+10° L R 10 Spq.

85+83° ~~R. line~~ 10 Sp WU, 212° R.

85+76° H.R. Tab #2.

81+98° M.P. 922

81+85° Stock Pens 48° R

81+75° Tab Ctr 10' 4 28°

29+18⁵ Sheff Cattle Gds

29+00 Highway 85' L & L.

28+94² Rd Xing Pines

Untr. 16² Ig. 6² Cattle

28+57² Br. A 937 O.D. Pile Trns

27+82² Highway Br. 123' L

+98² Lm. Fence

26+93² Lm. Fence m. C.

Crew. + L⁶ Cattle 7² Pile Trns

26+36² Br. A 937 C. Pile Trns

22+71

22+45⁵

Crew. + L⁶ Cattle 8²

17+90² C. 933 B.D. Pile Trns

15+00 X W. Board. 9² R

12+63² S.W. Sign C. 9² L

08+38⁹ M. P. 922²

05+77 Car take off C.

2501+58² WX Board. C. 9²

Crew. 28' Ig. 10² Cattle

95+43² Br. A 933 B.D. Pile Trns

Wayne R.

168

 $24 + 60$

Franklin, Geo 46² Lg 10° Cl. H.
67+23⁹ Br. D934 B.D. Pile 8

66+68² Lovee X in pile

66+17² Fenchine R

65+85² Lovee 50' L.

Rainwater line for B. Deck.

Franklin, Geo 42³ 11° Cl. H.

63+12² Br. C934 B.D. Pile 8

41+18² M.P. 720 $\frac{1}{2}$

58+70² Car. Se. off R.

47+83² Fenchine R.

46+01² WX Sign 95 L

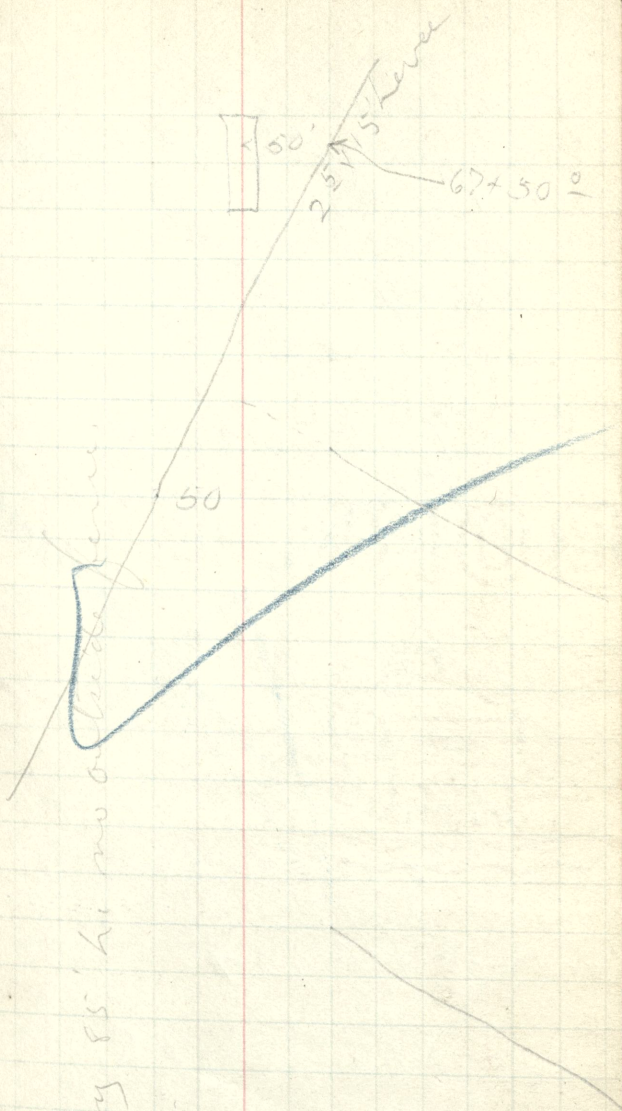
40+60² Car. Se. off

on Pile C 10² 19 5⁵ Cl. H.

39+97² Br. B 934 B.D. Tr. R.

34+78² M.P. 923

highway 85' hi no outside fence.



4 Frame as well

Pile 1 Cies 96 $\frac{3}{4}$ 9 11⁵ Cto Ht.
2604+34² B. H 935 B, D, T R. in

93+69² Car Set off R.

89+42 Tel Pole 95' R.

89+40 Tel Xing. 2 wires 30' Clear

89+37² Tel Pole 50' L.

42⁰+52¹ 938' 45' R.

88+84² Pow. Xing 4 wires 28' Clear

88+79⁵ L Rd on L. side of Rd.

88+51² L 14' Iron Gate 50' L.

88+38² L Priv. Rd Xing.

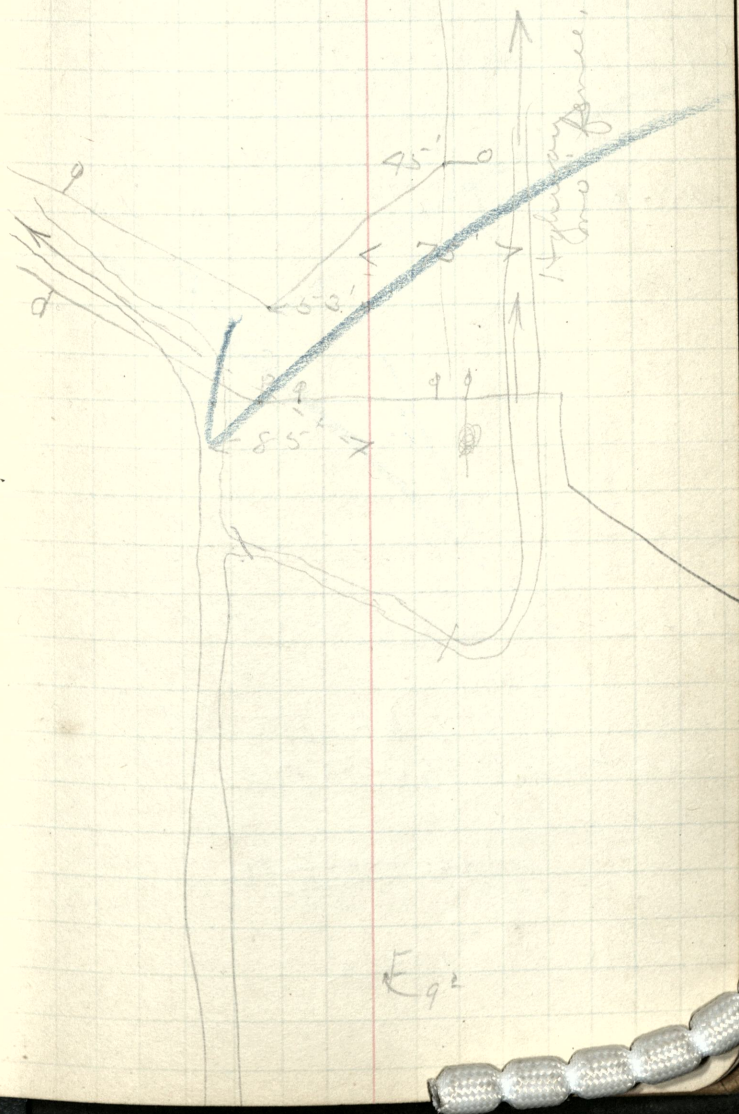
88+27² L 14' Iron Gate 50' R.

87+58² M.P. 92⁴

76+57² Car Set off R.

76+40² Mile Rd 937 old

76+00 Rail Road 9 R.



50+28⁵ Fennel Line R.

47+109⁰ Car Set off R.

46+06⁰ Highway Box R. 00' R.

45+92⁰ Inrigdily 00' R.

Vit Pipe Ruckly End. 45' to 44'

45+45⁵ Br. 17.936 1-24' x 23⁵

45+02⁸ Inrigdily 00' R.

2640+38⁹ M.P. 922 1/2

29+39⁰ Car Set off R.

28+95¹ M.P. Bd. 935 [old]

also Frame
Circ. 42⁰ / 8⁰ Chs 44.

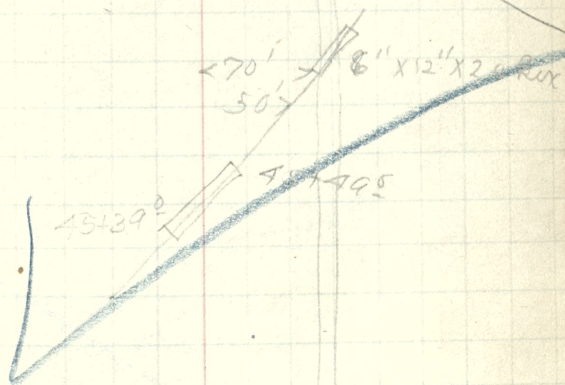
28+50⁰ Br. B935 B.D. Pilot Tree

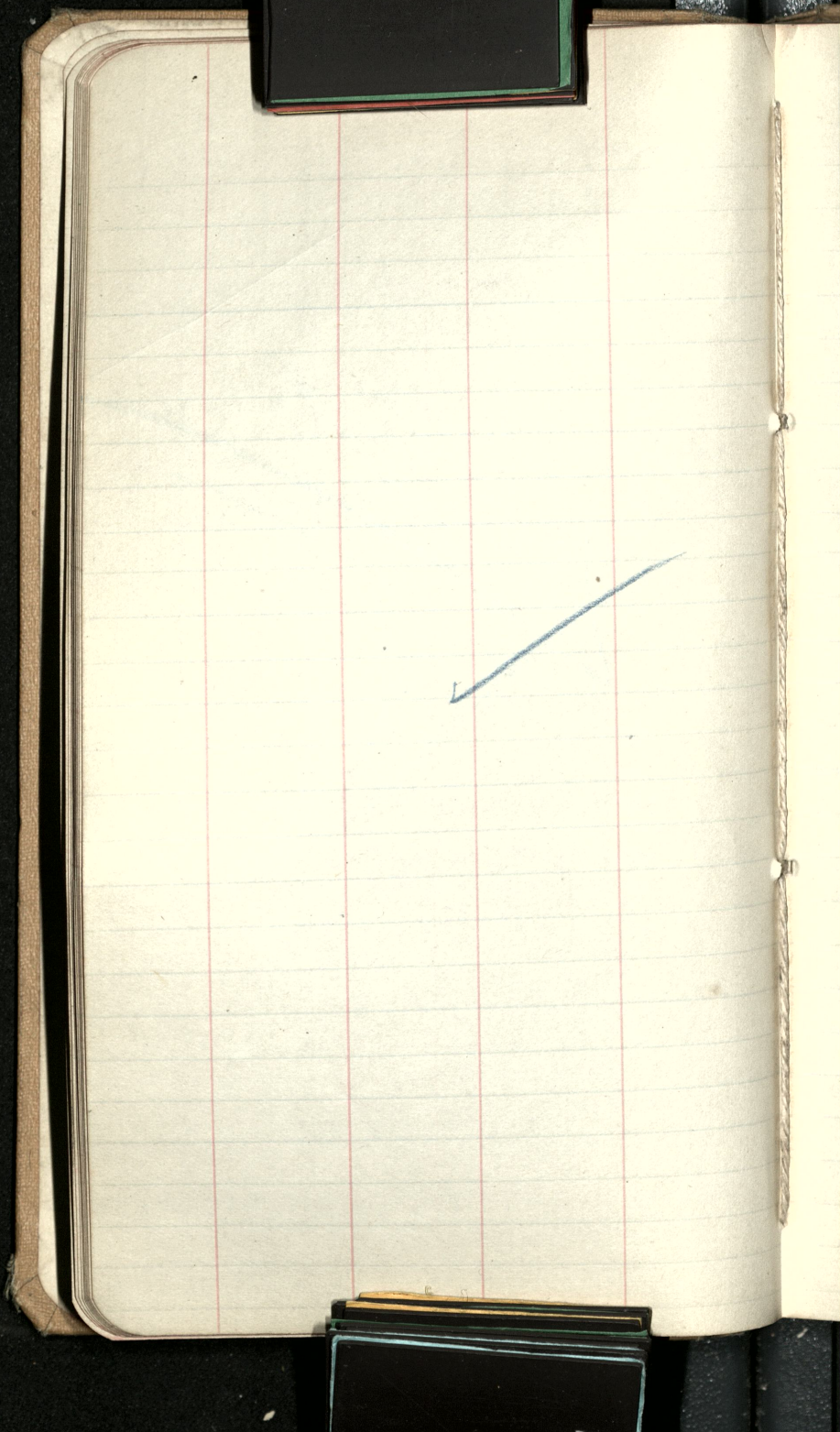
~~Car Set off R.~~

2613+98⁹ M.P. 924 1/2

2611+70⁰ Car Set off R.

4,
25⁵





$$\begin{array}{r} 1030 \\ 825 \\ \hline 155 \end{array}$$

$$\begin{array}{r} 5550 \\ 155 \\ \hline 96400 \\ 76400 \\ 5280 \\ \hline 818400 \end{array}$$

$$8184 + 352$$

$$26 + 40$$

$$\begin{array}{r} 8157 + 982 \end{array}$$

44+40² Car Set off R.
38+09² Stall Sign 9²
30+24² Fence Cor. 50²

~~Turtle Creek 10/19/55
28+44² Car Set off R. B.D. Pil
28+00² Highway R. 68² R.
28+07² Fence Change R & L.
3226+27 Car Set off R.~~

322²1177² Stall Sign 7² R.

Nov 11th P.M.
East Turnbull

$$\begin{array}{r} 3017 \\ 168 \\ \hline 28+496 \\ \hline 168 \end{array}$$

54+99[°] Sta. Sign 27⁵/₂

53+75[°] Trk Ctn 43'

51+76[°] W.V. 93'R.

49+63[°] P.F. #10 Spg.

48+82[°] H.B. Team Trk

46+22[°] W.V. Sign 9[°] R.

47+84[°] Fence Cove 50 9/100'R.

47+58[°] M.P. 936¹/₂

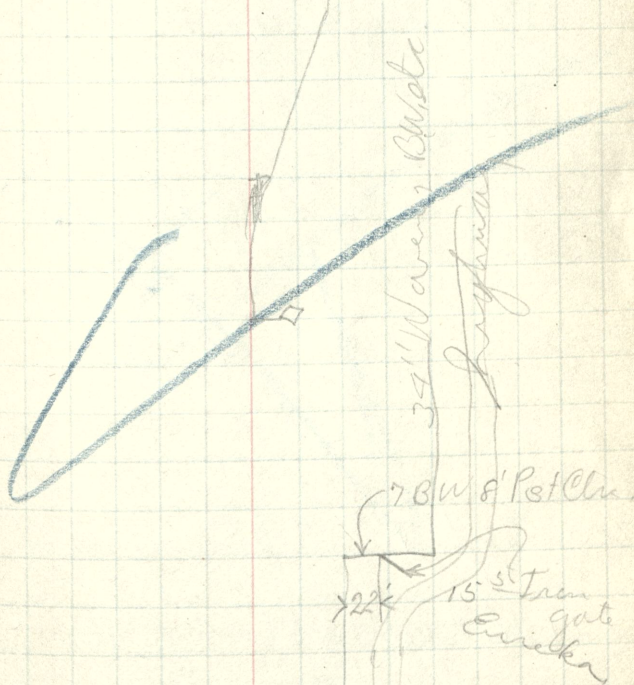
47+17[°] W.V. Pole 44'R.

Trustly Cree. 98/9 7[°] Ck. 1/4

46+89[°] Br B 947 B.D. Pole

45+64[°] Fence Line on R.

Tupaculli,



64+09¹ Fence line L.

64+05⁵ Fence line R.

64+07⁸ Fence Cor. 50' h.

64+02⁵ W. 5' R.

63+94² Cook's Little Gds.

63+60² & Rd Xing.

63+48¹ End Fence 60' R.

63+41² Xing Sign 16' L.

62+9² End Fence 100' R.

62+32² Can. de Stiff R.

62+32² M.B. 947

61+12² Hb. Tern Tsh.

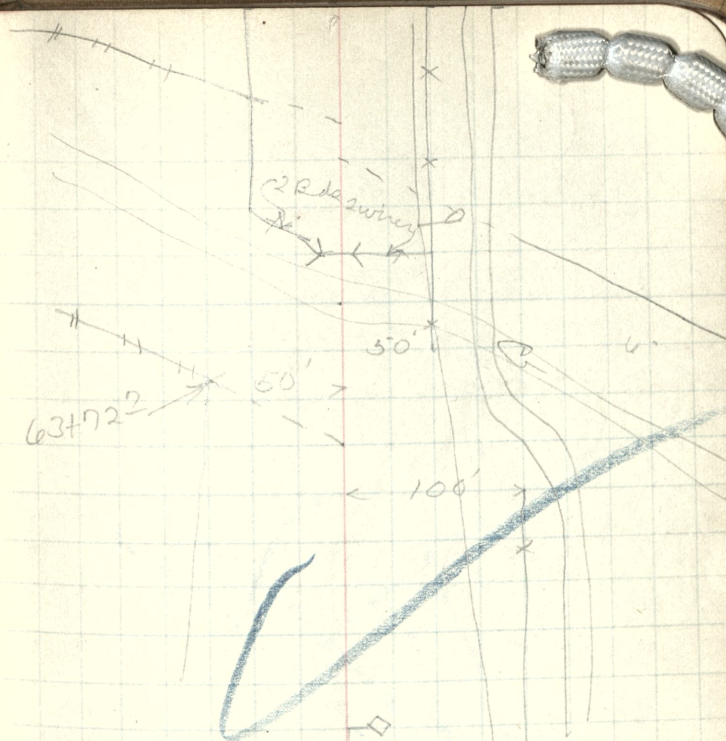
60+31² P.T. #105 pg.

57+76² W.U. Pole 93' R.

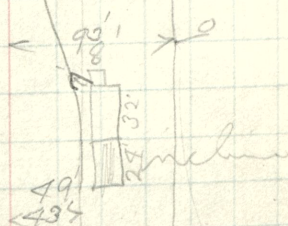
56+70² Unloading Platform R

56+10⁰ & Priv. Rd Xing

56+10⁰ & Truffle 16' Wood gate 50' L.



63+935
late fence L



(Abandoned)

81+81² Rail Rack 9² R.

80+00 Car Lot off R.

77+70² ~~W. X~~ Dip 9² L.

2 Priv. Rd. Y. ing.

76+70² 50' 50' R.

76+00 Fence 50' L.

73+96² R. 37

68+95² 50' L.

68+91² 50' R.

68+53² End Fence 50' L. & Cur. 50' R.

68+10² Fence R. Br.

66+36² End Fence 50' L.

Tras. Crev. 295' Lg. 95' Ch. H. 9.

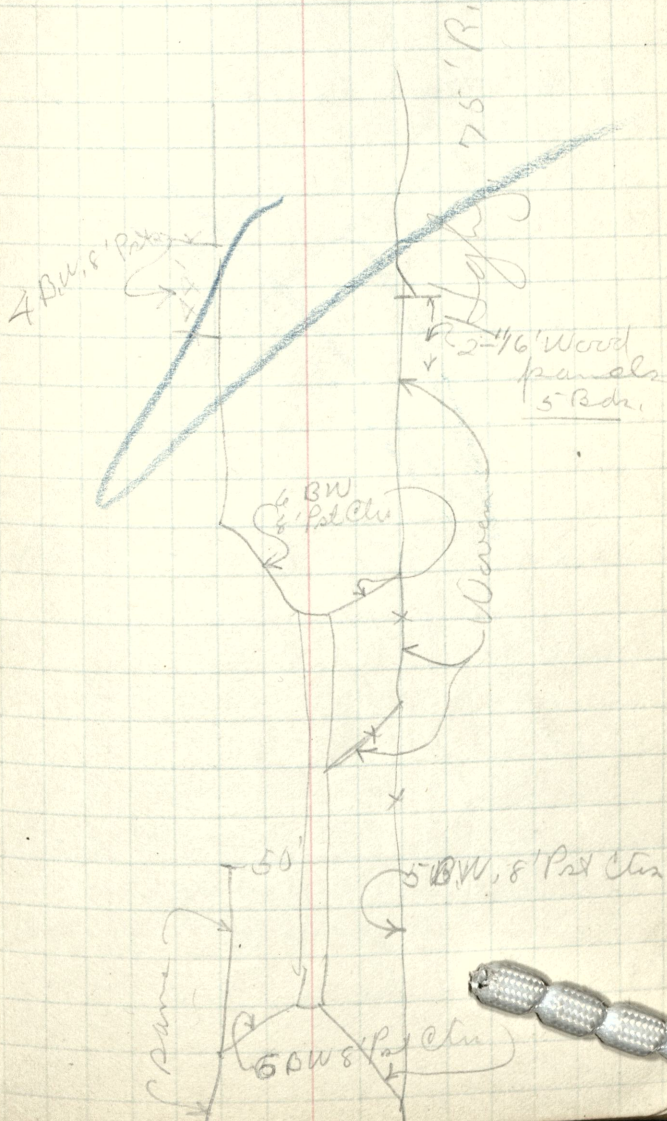
65+80² Br. 17948 B.D. P. 6

65+56² Fence Cur. 50' L.

65+45² Fence Cur. 50' R.

$68 + 55^0$
 $65 + 80^E$

 2973



26+78² M.P. 938

Trestle Creek 24/99⁵ D.H.
25+34² Br. 17045 B.D. Pl.

25+19² Hwy Br. 65 B.

25+06² Fence line

19+46² 12¹/₂ W. of gate 60 h.

19+05² Fence Change Br.

16+02² M.B. 948 Car left off R

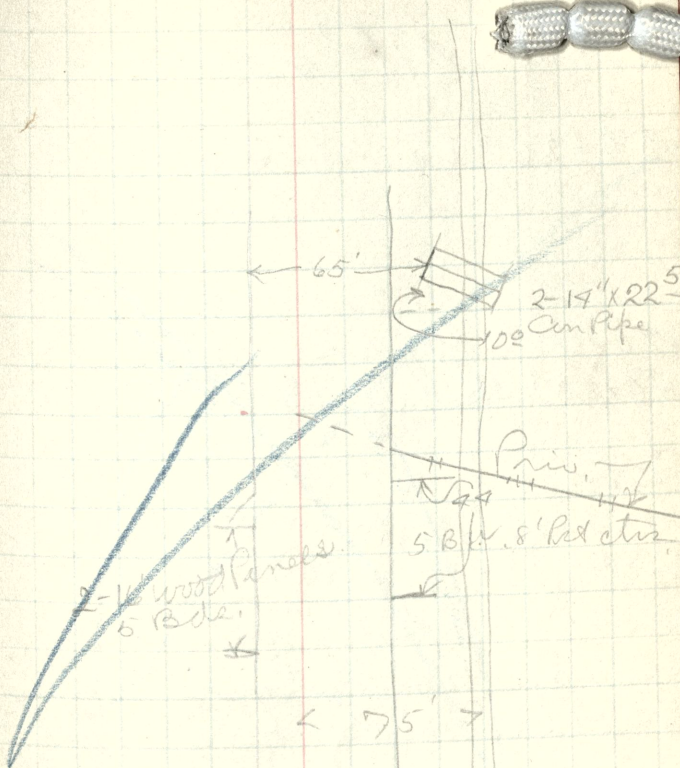
3315+53² Rock Rack 9⁵ R.

3300+38² M.P. 937¹/₂

98+01² Car left off R

88+21² Sta W. Sign 9 h.

$28 + 28 = 56$
 $25 - 3 = 22$
 $297 =$



53+18⁹ M.P. 938^{1/2}

50+26⁰ Car let off R.

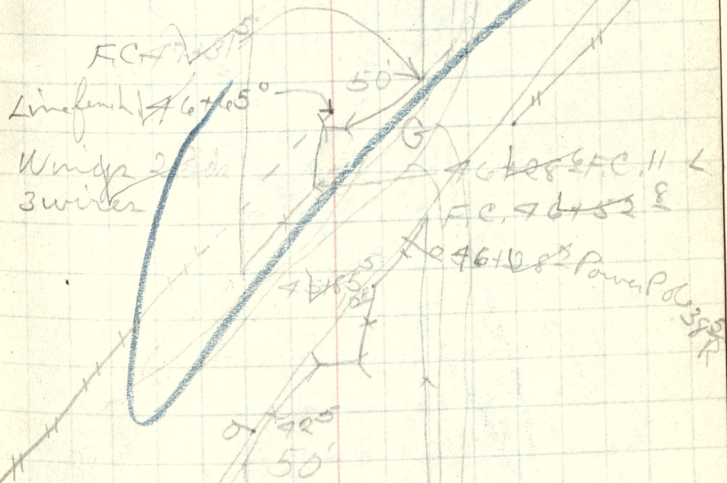
46+91⁰ Wagon 104 R.
46+63^E Slope off R.

56+00⁰ Wagon 104 R.
45+21⁵ Fence line 104 R.
45+71⁵ Wagon 104 R.
45+66⁵ Wagon 104 R.
45+00⁰ Slope off R.
45+00⁰ Fence line 104 R.
44+80⁵ Fence line 104 R.

34+05⁰ Car let off R.

32+56³ W.V. Sign 9⁰ R.

27+22⁰ Fence line 104 R.
3⁰
A



V
 4
 4
 V

K 602
 6 BW 40 L
 8' 1/2"

86 + 78° Linn fume R.

♀ Fume Clange 50'h

86 + 12° L. R. X. R. W.

85 + 86° L. 16' L. fume 50' R.

85 + 70° Fume Linn

~~84 - 53° Carl X off~~

~~71 - 58° M. P. 959~~

~~71 + 70° Linn fume h~~

~~71 + 14° Linn fume h~~

~~70 + 11° Wagn Br. 71° L~~

~~70 + 07° Linn B. 62' R~~

~~70 + 41° Fume Cur 50' R. h~~

~~70 + 84° 1/2 85 O. S. H.~~

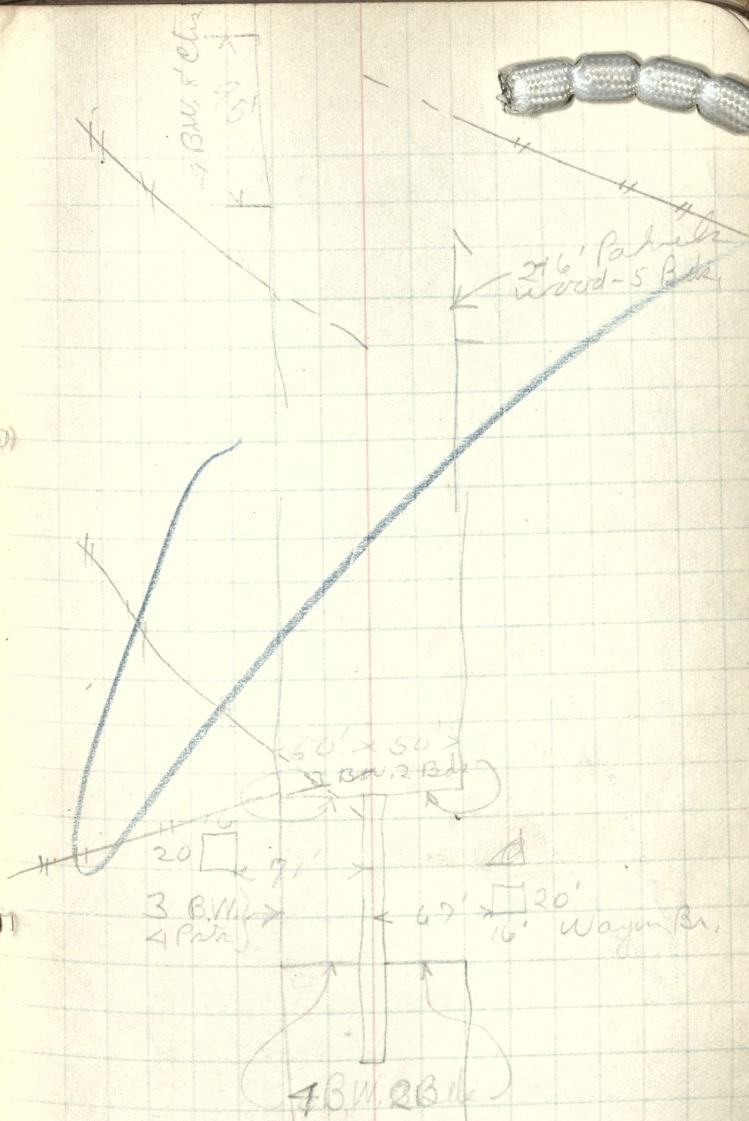
~~70 + 43° Br. A 950 B. D. P. L. T. W.~~

~~68 + 28° Carl X off R.~~

~~68 + 27° M. B. 949 O. L.~~

~~60 + 106° W. X. Linn 95° L.~~

B



$$\begin{array}{r}
 71 + 15 = 86 \\
 20 - 13 = 7 \\
 \hline
 715
 \end{array}$$

$$\begin{array}{r}
 50 + 75 = 125 \\
 80 \\
 \hline
 51 + 25 = 76
 \end{array}$$

22+37⁷ M.B. 9500 Carlet off R.
21+95³ Rail Rack 95 R

17+90⁰ Pipe & Post 50 L
17+85⁵ Line Fence R.

17+32⁰ Line Fence R.

09+65⁰ Fence Cross 50 R & L.

09+59⁰ Fence Cross 48 R & L.

09+75¹ End Fence R & L.

Truth Cross 28¹/₂ 9⁰ Ots Rt.

09+18⁹ B.S. 950 B.D.P.L.

09+7⁰ Fence Cross 50 R & L.

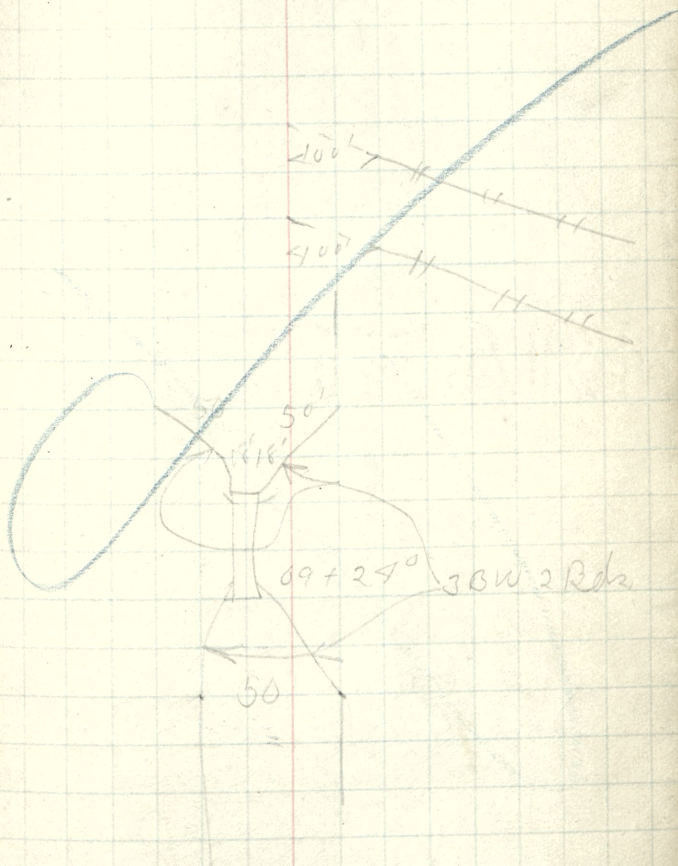
3405+98⁰ M.P. 939¹/₂

01+40⁰ Carlet off R.

02+25⁰ Line Fence R

~~3401~~ 482⁵ Line of Fence L.

Friday Nov. 12 1915



$$\begin{array}{r} 50+36^5 \\ 47+86^2 \\ \hline 250^3 \end{array}$$

$$\begin{array}{r} 76^2 \\ 51^2 \\ \hline 9 \end{array}$$

136 Con Wix 1028'-1/2" HR. to HR.
9-55-9 PF. = 9-55-9

~~Some or an~~
~~Sep 30 day Book, for~~

25+97° Eureka Gate 50' L.
9-55-9 R. X. K. P. R. D.

25+97° Eureka Gate 50' R. 16' 1/2

23+70° Fence Line R

23+29° St. W. Lign 9° R

62/40

945

62+345

52

62+825



<100'

10+980 O.H. Wm X Wm 33' C
10+972 Ex little 2 string Fm. R.
Wood Box Cms Double 50' Chalk

2 10+782 B. Cgs 2 250' x 36' x 50'

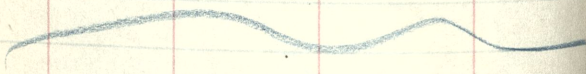
2 10+645 P.C. 575 R.

09+992 Fence L. 122' R

1

1 08+212 Fence L. R. 24

08+109 Fence L. 50' R.



07+812 W.H.B. Concoran

3

07+012 P. 15' 10' Sog.

02 02+932 R 14' Iron Gate 50' Rth.

02+162 Fence Change

02 3500+192 Xingai Plant on A

342

99+102 Fence Change L.

50

~~Little~~ gets not in

Hgý Bux E
36" x 30'
Con. In. Co.

04838

65/1



~~Q. 72' R.~~

Woven etc

$\angle 24'$

$$761 \overset{0}{\cancel{0}} 08 + 43 \overset{2}{\cancel{2}}$$
$$81 + 18 = 99$$
$$\sqrt{44} \approx 0.5 + 1.8 \frac{0}{1}$$
~~29'~~

2	0	0
2	0	0
2	0	0

1000

190' $\frac{v}{h}$

✓40

14

117

10

2 Bk 38 v. 40 41 Waveta

13+73² HB Sugar Spr.

12+93² P.F. 50 Soc

12+12⁵ Fence Cr. 40' L.

11+81⁰ Cook H. Cds.

11+77⁰ Light Sign 56' L.

11+64² Fence Cr. 50' R

11+58² V.P. 47 1/2

Cred. 10 3/4 50' Ctr. 44

11+58² Br. D952 B.D. T. Rail on Piles

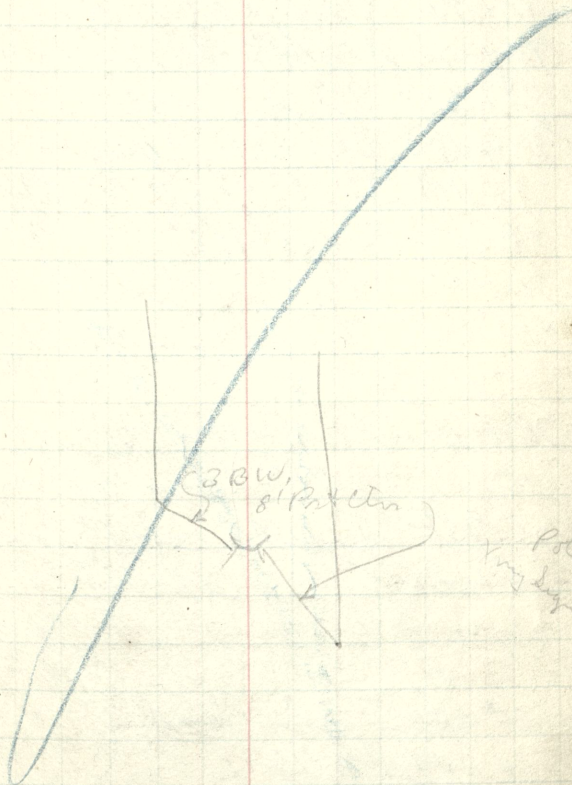
11+55¹ Post 98' L. & Ctr. R. 4'

11+26⁰ Fence Cr. 50' L.

11+24⁵ Fence Cr. 50' L.

11+19⁰ Wing Sign 16' L.

Piles
7'



50

4M

12/3/15 Coy Le Grand

MP 1030 57524 362

95+36 Car set off R

97+37 A/O 41 1/2 B. 10 x 20

88+33 1/2 Sign 22 R

81+15 1/2 Old M.B. 1040

81+01 Rail Rack 95 R

80+80 Car set off R

76+78 Cor 50 R h

76+64 1/2 Fuel jans Trs

75+80 1/2 Highway Br 67 1/2 L
48 1/2 long 11 1/2 at bit

75+75 1/2 D1080 B.D. Pabera

75+60 1/2 Cor 50 R h

64+47 1/2 Sh. led

64+44 Cor 120 L

64+14 1/2 Road x 2165 gates

64+00 NV 45 Postal 46 1/2

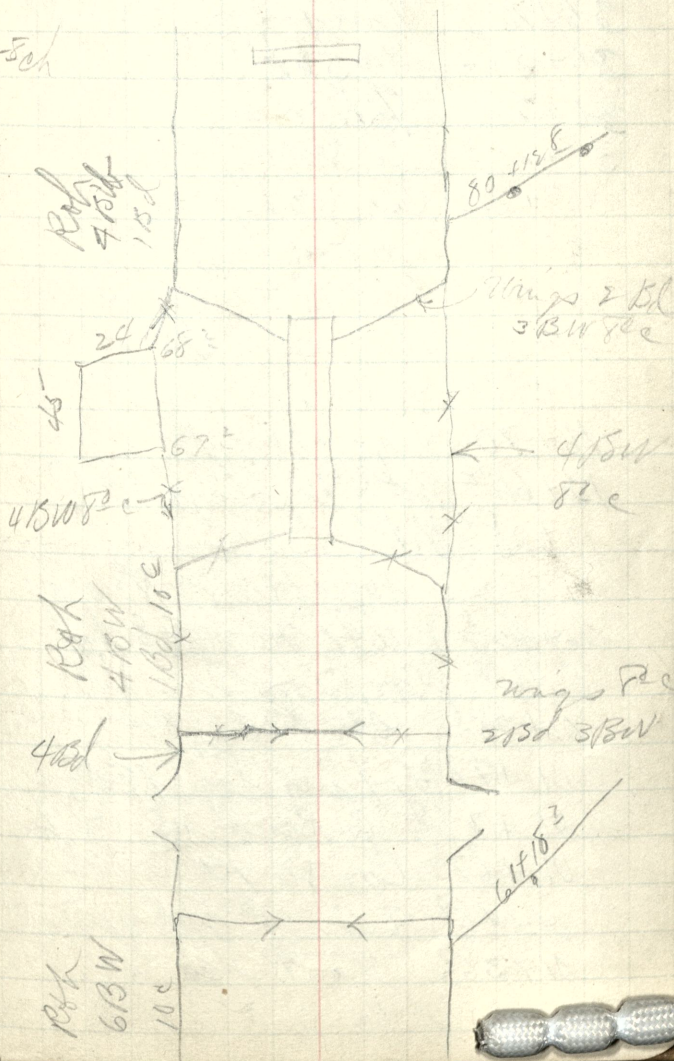
63+84 1/2 Cook led

57+98 1/2 M.P. 1029 1/2

57 54+15 1/2 Car set off R

293

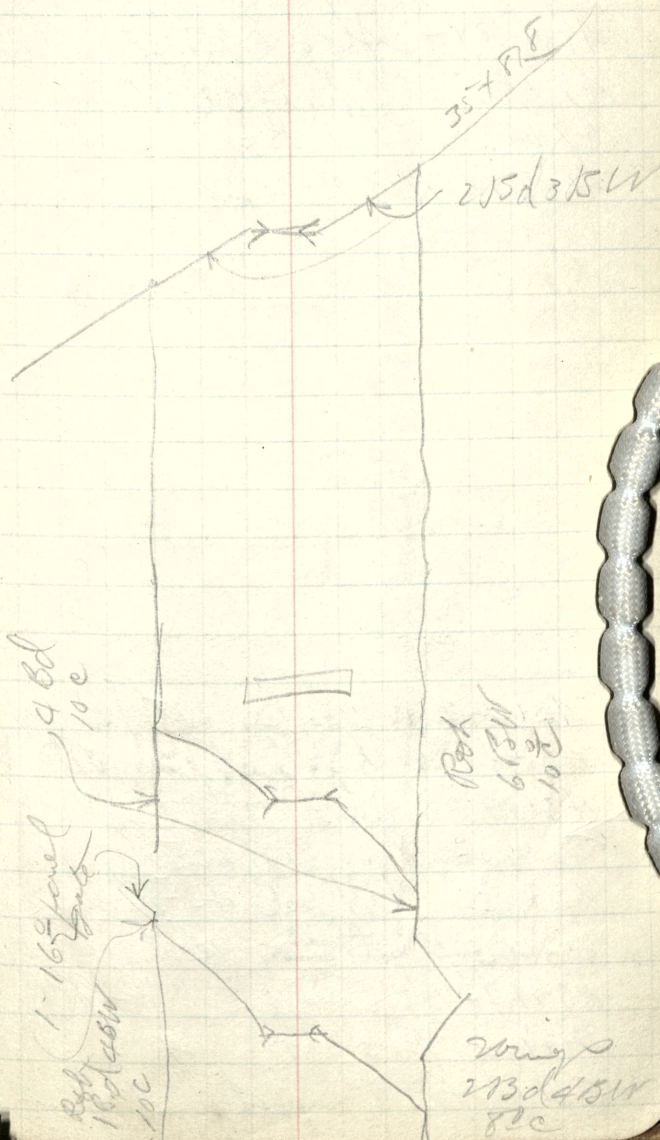
5-50h



37+18⁹ MP 1031
 37+60 Postal 46 76/43⁵R
 36+78 King Sign 16⁵R
 36+33⁸ Cor 50 R
 36+25 Q Road
 35+68² Sh Rd
 35+31⁵ Cor 50 L
 Cornefy R
 34+48² Old MP 1041 4
 29+33⁴ 76 V Sign 90 R
 21+86² NK Sign 90 R
 16+70 Cor self R
 12+66² Sta 76 Sign 9²R
 10+78⁹ MP 1030¹/₂
 - 1361/161w 88 ch
 06+46⁵ B/1041 70' x 36⁸ Int
 02+64 Cor 50
 02+28⁵ Sh Rd
 01+98⁵ King Sign 19⁵R
 01+77⁴ Q Road cor 50 L
 01+67 Cor 50 R
 01+48⁴ Q 2-80 yard gates R
 01+36² Look Rd
 8201+00 Cor 50 R

R

R



1/4/16 AM Le Grand

49+39⁸ Sheel 31⁵ L str

47+88² Whse 50 R

47+48² PF 10 sp

46+67² HB Ho Tr

46

43+14⁴ WV pole 148 R

43+44⁴ cor stockpens 48³ R

43+19⁴ Road

42+90⁴ Xmas sign 60⁵ R

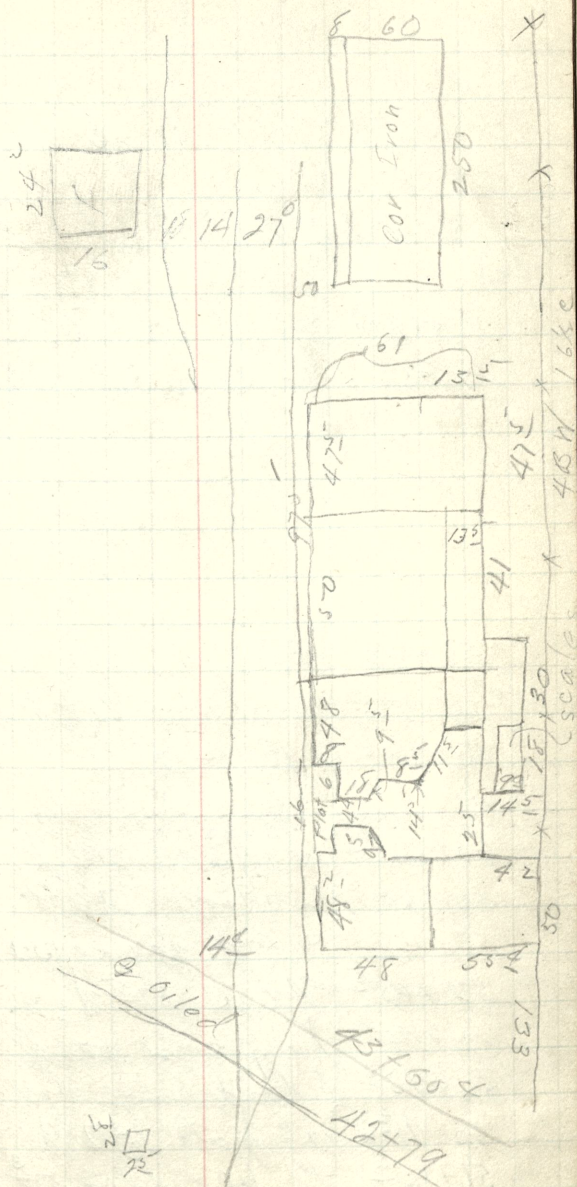
42+11⁴ WV pole 43⁵ R

40+64⁵ Bath Bldg 7⁵ L

40+27⁴ HB Stock Lk 8⁸ R

39+87⁵ PF 10 sp

8239+06⁴ HB Pass Trk



Le Grand



56+57² PF 10 sp to 1 k

56+42² HB Stock Tank

55+66³ Corral se 6-7 k

55+55³ corral pak 25 k

55+00 Jrs

55+03⁵ Rain Range 815⁰

55+02⁵ O B 9⁵ R

5⁻

53+93² Sta Plat 24⁵ L

52+66 Pass to 1/2 mile R

2 end fences 150 R

52+65⁵ Where 57⁵ R & perophus

52+44² King ar 57 R

52+23² Road King

52+11² 17⁰ gate 150 R

51+16⁶ Lumber shed 57³ L

51+11⁸ Coal bunker 46⁸ R

82-50+69² Lumber shed 123⁵ L

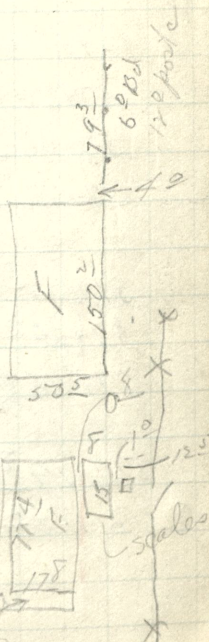
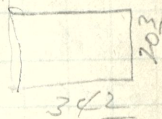
Handwritten notes on a piece of lined paper, likely a page from a notebook or ledger. The page is oriented vertically and contains several diagrams and calculations.

The top section shows a rectangular diagram with dimensions labeled: the width is 342 and the height is 203 . Below this, there is a calculation:

$$\begin{array}{r} 193 \\ \times 49 \\ \hline 6987 \\ 19052 \\ \hline 9457 \end{array}$$

The middle section features a rectangular diagram with dimensions labeled: the width is 585 and the height is 150 . To the right of this diagram, there is a vertical line with several 'X' marks and the word "Stakes" written vertically. Below the diagram, there is a small square labeled "15" and a larger square labeled "10".

The bottom section shows a rectangular diagram with dimensions labeled: the width is 178 and the height is 114 . To the right of this diagram, there is a vertical line with several 'X' marks and the word "Stakes" written vertically. Below the diagram, there is a small square labeled "15" and a larger square labeled "10".



Le Grand

58+27^c Ice Ho 65^c L

58+94 Corfe sec Ho 40^c L

58+93^c Mail Crane 9^c L

58+73^c Tool Ho 18^c R

58+38^c 2 Tank on track 16^c R

58+31^c Oil Pump 50^c R

57+92^c Pump Ho 15^c R

57+54^c Ice Ho 50^c R

57+49^c 2 Tank 12^c R

57+44^c 2 Profile

57+37^c H/B Ho 12^c R

16 wire 30 clear W/Pole 13^c R

57+32^c Tel Pole 61^c R + 33^c L + King

57+26^c King Sign 20^c R

57+00^c Road str 41^c R

King 4 wire 35^c clear

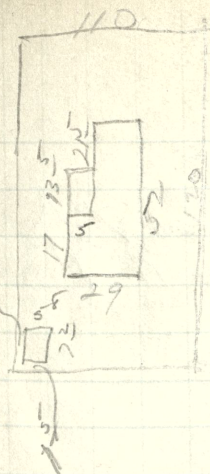
56+79^c H/B pole 50^c L + 65^c R + wign

826 6+72^c Thermometer 69^c L

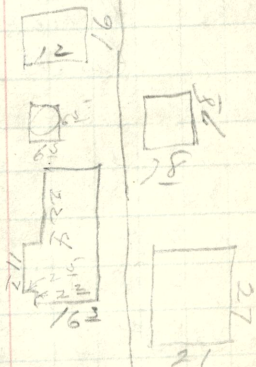
28" wire 2/3 c

17^c L

28" green 2/500
400 1400



61
20.5



45 x 25 inch

40.0

26137
9

175

Le Grand

74419⁵ Cor 50 R
 74406² Bath Box 7⁰ R
 73488³ Kuggeign 95 R
 73485¹ 2h sd
 73460⁵ Cor 50 R
 73435⁵ d Road
 73428² Cor 50 L
 69495⁵ U K Sign 125 L
 69491¹ Cor Self 91 R
 66432² 1813 Pass 10 L
 65499⁹ U V Pole 43⁵ R Postage
 65441⁸ PF 10 26
 64493⁵ P Cor 100 R

63458⁹ M P 103 1/2

62482⁵ Cor proposed for 50 R

62440⁵ Bu Hö 109 R

61435 Pass tik bands 41 R
 Hdw 6⁴ ch

8260472⁸ H1042-20X798 Vut 13 R

Pat
6/30
1450

22
□ No
2

232
430
800

oiled

2511 5800

→ 24^u → 

150

248

8

945

142

posts
1640



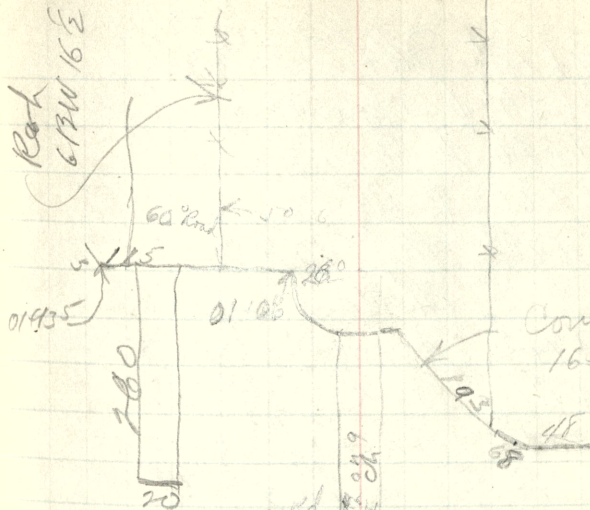
101+85⁸
 98+65²
 2460⁰

01+31 Car set off R
 01+18⁸ End Fe 50 L
 8300+82³ End Fence 50 R
 99+77⁵ End Blanket R
 98+63⁷ High Br 69⁵ L
 98+00 Fe at Br
 97+84¹ Cor 50 L
 97+72⁵ A1043 BD Pile end
 97+58⁸ WK Sign 90 R
 97+44² Fe Cor 50 R

93+46 Farm Xing
 93+23² End gate DP+H
 92+95⁸ Sta W Sign 90 L
 89+98⁹ MP 103²
 88+63⁷ WK Sign 80 L
 87+77⁰ Rail Rock 95 R
 87+63⁰ Old MP B 1042
 87+59 Car set off R
 Hdr 25 ch

82 83 +01¹ B 1042-20x30⁵ Vt Bk

Rch
6 SW 16 E c



Rch 3 SW 15d

25d 4 SW
80 c

Rch 3-16² road gate

Rch 6 SW 16 E c

69+18⁹ MP 1033
49+50³ R Anugate R
47+20 L Jamukang
46+60⁵ R 16⁰ Anugate R
42+78⁹ MP 1033

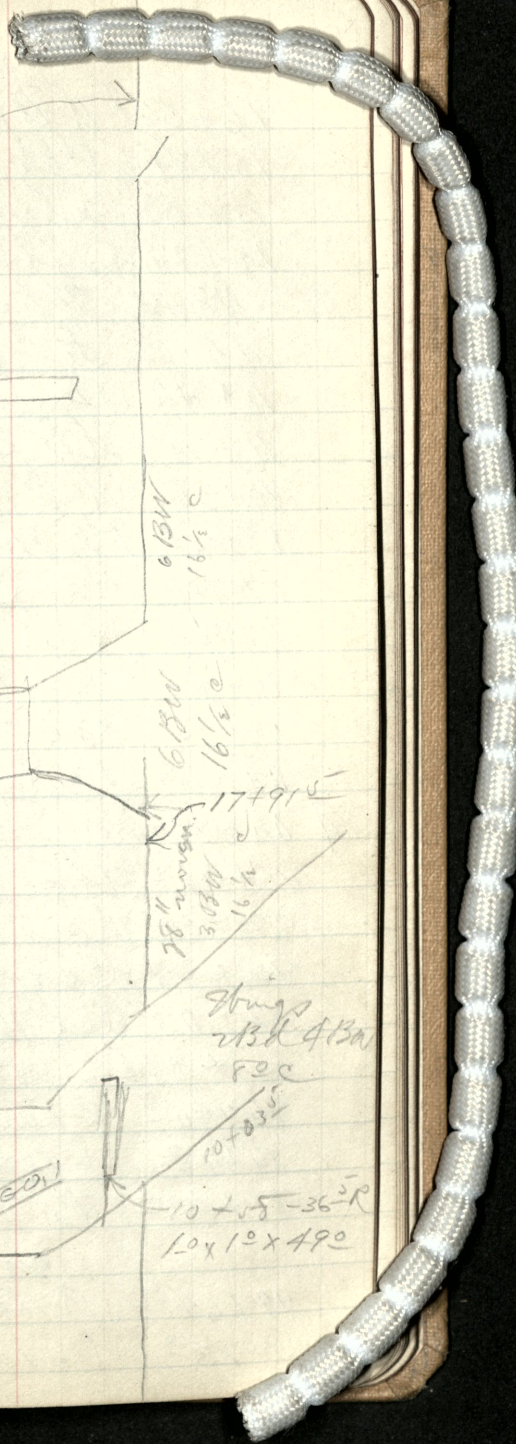
13th Hdw 65 ch.

41+94⁸ A 1044 20 x 335 ft
39+41 Cor 50 R
39+34⁸ Old MP 1043
25+18⁷ W Legn 90 L
24+49 High Br 67 L
24+47 Cor 50 R
24+43⁸ Cor 50 L

56⁵ Long 90 ch

23+53¹ B 1043 BW Pole 0100
23+28 Cor 50 R L
20+00 Postal 46 W 43 R
19+81⁵ Cor 50 R
16+38⁹ MP 1032
11+36 Cor 50 R
10+94¹ King Legn 15⁰ R
10+92⁵ Sh 50
10+80³ Cor 50 L
10+50 Fe Cor 50 R R Road
10+06⁵ Sh 50
09+91⁵ Highway Box 38⁰ L
8309+84¹ Fe Cor 50 L

3-16°
wood
panels



6 BW
16 1/2 c
12 Z
24
wings
2B 4BW

6 BW
16 1/2 c

6 BW
16 1/2 c

6 BW
16 1/2 c

78" rough
3 BW
16 1/2 c
17+9 1/2

wings
2B 4BW

F2C

10x10 1/2

10x10x4 1/2

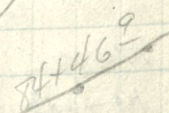
10x10 1/2 - 36 1/2 R
10x10x4 1/2

12x12

Burdell

- 18+00 Fe Cor 103 R
 16+54⁵ W pole 16⁵ R
 15+41 Car Set off R
 15+00 Sidng Bend 43⁰ R
 14+74⁵ Sta Sign 23⁵ L
 14+36 Whse 57⁵ R cty 43⁰
 14+16⁸ Fe Cor 17⁵ R
 12+40 Bend in Sidng 43⁰ R
 11+18² W pole 24⁹ R
 10+36 W pole 23⁰ R
 08+57 PF 10 sp
 07+70² HB Sidng
 06+90 Fence 90 R
 06+39¹ W Sign 10² R
 06+35² Sh Cor Rd
 05+00 Postal 45² W 43 R
 04 04+17² W Sign 10² R
 95+58⁹ W 10 3 f
 92+94² Rail Rack 9⁵ R
 92+74 Car Set off R
 92+73 Old WB 1044
 83+05⁵ 16⁰ Ingate R
 84+90⁸ Road King
 84+78 16⁰ Ingate L
 81+73⁴ Sta W Sign 9⁵ R
 79+64⁰ 28 Long 90 ch
 83 69+73⁰ B 104E BOD Life CRO
 Car. Set off R

150



748

22150 e

14-Lang 55^{ch}
35+85⁵ B1045 B & Pile C130

33+76⁷ UK Sign 90^L

32+28³ UK Sign 90^L

28+91⁵ UK Sign 90^R

27+92 Car. Sign off R

22+55⁵ UK Pole 42² Postal 45^L

22+32² Cor 50 R

22+00 UK Pole 45² Postal 45^L

21+98² UK Pole 103²

21+91² UK Pole

21+82¹ King Sign 150^R

21+67² Cor 15^{ch}

21+58³ Cor 50 R

21+43 2 Road King

21+33² Cor 50 R

20+79 Cor 50 R

20+69² Cor High. Br 91⁶ L

20+35⁸ Cor High. Br 60^L

19+95² Fe Cor 135² R

42 Lang 70^{ch}

19+62² A1045 B & Pile C130

19+47 Fe Cor 90² R

19+27⁵ King Sign 19² R

19+15 2 Road

18+92² UK Biding

74/8+11⁸ F 10 sp

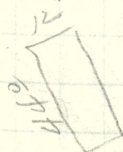
120

45

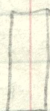
5-L

24' north
318W 16 1/2°
R4A

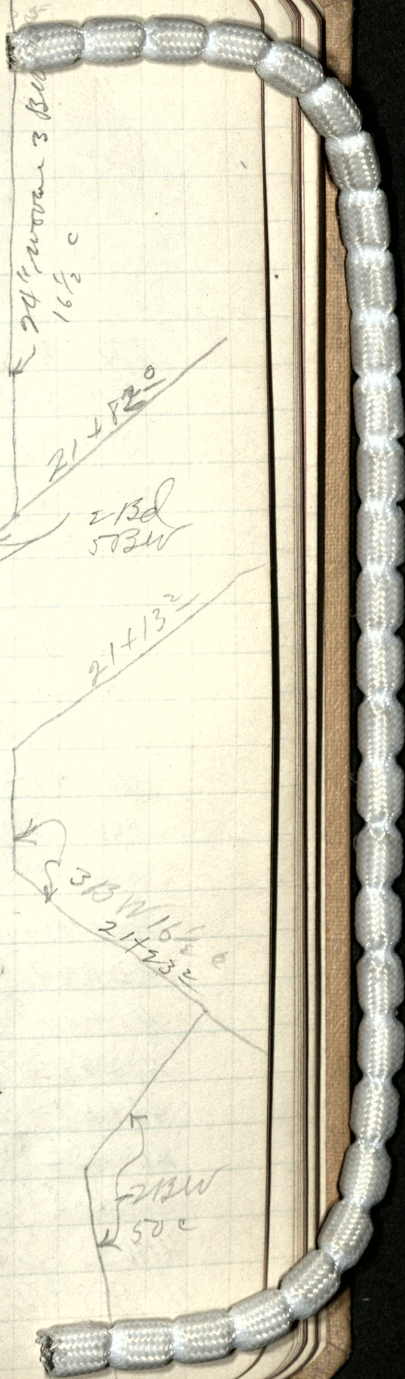
40d 213W
85°



coiled



coiled



24' north 318W
16 1/2°

21 + 12°

213d
573W

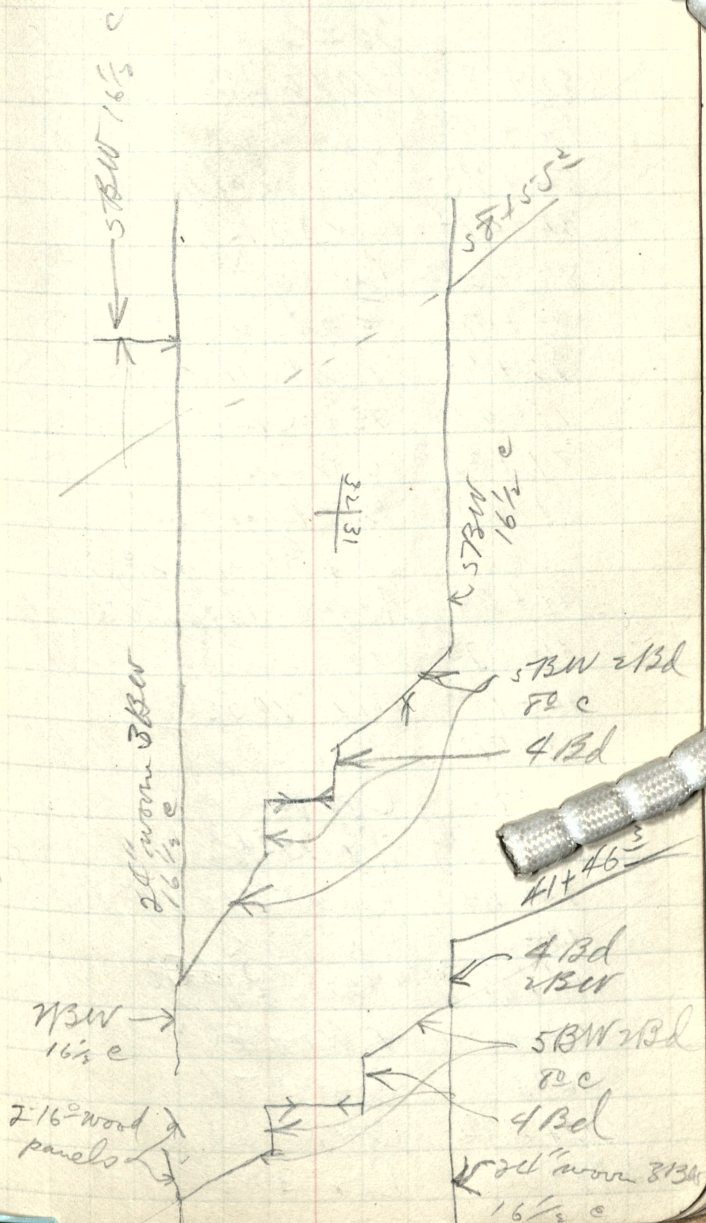
21 + 13°

313W 16 1/2°
21 + 23°

213W
50°

71+88⁰ Car Set $\frac{1}{2}$ R
61+26⁰ Car Set $\frac{1}{2}$ R
59+90¹ N E Sign 92 R
57+72⁵ Fe ch
55+41⁷ N E Sign 95 L
48+38⁹ N D 10.35
45+73 Car Set $\frac{1}{2}$ R
45+67² See 1 mile Rd 108 R
45+66⁶ Old N D 10.45
45+41⁶ Station Sign 90 L
43+38⁸ Cor 50 R
42+13² King Sign $\frac{1}{2}$ R
42+10 Cor N E R
42+02⁵ Sh Rd
41+94⁵ Cor 105 L
41+92 Cor 50 R
41+69 Cor 50 Red Road
41+65⁵ Cor 50 L
41+40⁵ Cor 105 R
41+33 Sh Rd
41+25⁴ Cor 105 L
8440+96 Cor 50 L

R

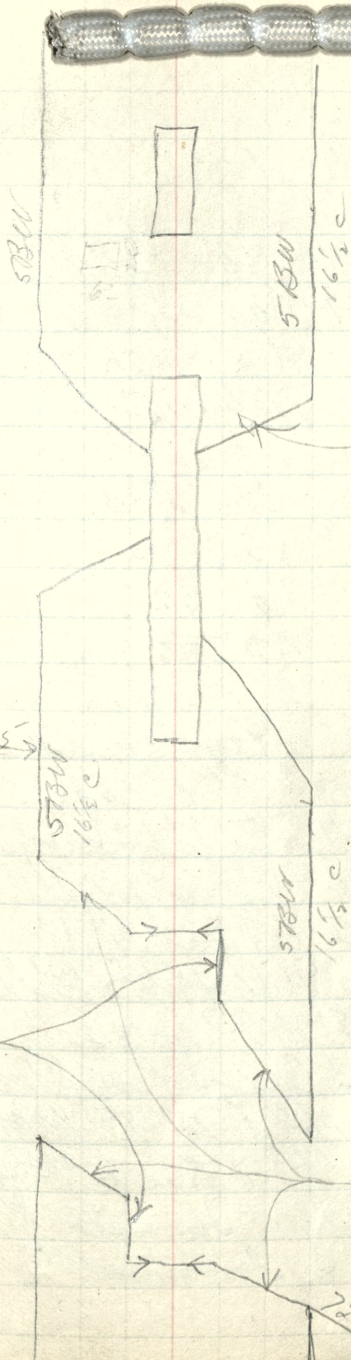
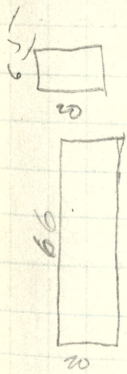


82+26
87+29
97

- 92+13⁸ High Br 92^{ch}
14² long 5^{ch}
92+18² B1046 B.D. Pile Cro
86+58² W.K. Sign 90^h
84+73 Car Self R
82+47² Cor 50 L
82+22² Cor 50 R
82+17² Feat Br
82+10 High Br 69⁵ L
81+48⁴ Feat at Br.
81+45² Cor 50 L
81+40⁶ Feat Br
97⁶ long 12^{ch}
87+29 A1046 B.D. Pile cro
87+07⁴ Cor 50 R
94+78² M.P. 103⁵/₂
73+78⁴ Cor 58 R
73+48 Cook Rd
73+23⁴ Cor 15⁵ R
73+09 Long Sign 19⁰ R
73+00 Cor 50 L
73+00 Postal Agt 4624 1054⁵ R
72+89 Cor 50 R
72+86 2 Road
72+69 Cor 15 L
72+43² Cook Rd
72+00 Cor 50 R

20

20



Wings 8-8
5BW 2Bd

4Bd 2BW
70c

2Bd
5BW
70c

72+615

1/5/16

44+84³ Sh Gd

36+57⁵ Car Set M R

33+90⁵ N K Sign 90⁵ R

33+00 Postal 46 NW 44

32+48⁵ Cor 50 R

32+44⁵ Cor 28³ R

32+18² Cor 50 h

32+15⁶ Cor 32² L

31+62² A 10 47 B D R L Cero

31+29 Cor 50 h

31+05 High 35 r 70 h

27+55⁹ M P 1036⁶ L

23+41 Sta V Sign 9⁵ L

21+96 Car Set M R

Am 15 09+85 Car Set M R

Pm 14 02+00 NW 44 R Postal 46 L

85⁰¹+18⁹ M P 1036

97+43 Car Set M R

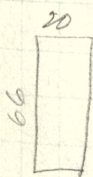
97+28 Old M B 1046

97+07 Rail Rack 9⁵ R

95+94⁷ R 16⁶ Iron gate R

84 95+90 R 16⁶ Iron gate L h d Rail

2-16⁶ road



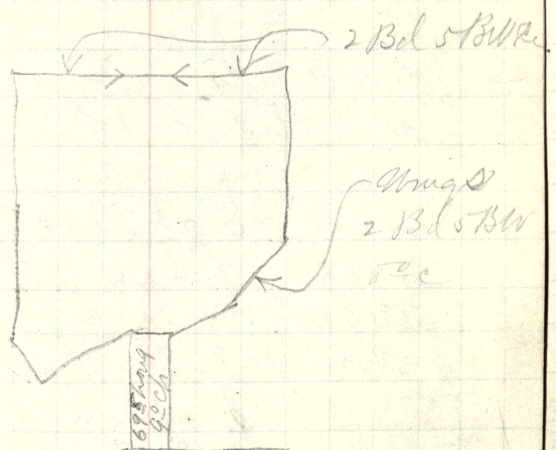
2-16" wood panels

5BW
16 1/2"

Exon King

5BW
16 1/2"

2-16" wood panels



Planaba

60+50² lumber shed 663h
 60+00 cts pass to 16⁵
 59+89⁵ HV pole 134h

59+00 cts pass to 16²
 58+00 cts pass to 16²

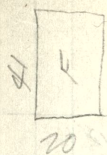
57+67⁴ Stock Pen 25⁴ R strk st
 56+63⁴ Warehouse 57⁴ L
 55+94⁹ PF 18 sp
 53+14⁵ HB to Trk

mp → 937

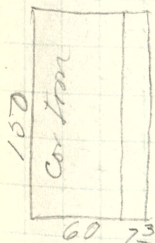
hand rail 3⁴ L cts
 28⁴ Long 7⁵ L with

53+79⁵ A 10 46/32 Rb cnd
 53+36⁵ R Tank 692L 2@11x8
 52+00 Siding Bends
 51+94³ HV pole 44 R
 51+04² Old MB 1047 R pole 53⁵ L
 50+00 HP Pole 78⁴ L
 49+25² Overhead King from 400y
 49+02⁵ Xing Sign 16⁴ R
 48+96⁵ Culvert Highway 62 L
 48+91² R Road
 48+70⁵ HB Pole 55 R
 48+10² HB Siding 92 L
 47+71⁵ PF 10 sp
 46+90⁵ HB Pass Trk
 47+30⁵ Postal pole 46

6a
sh

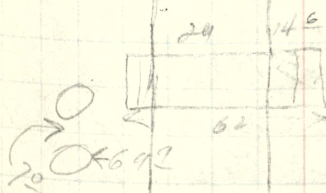


st



ctr
H

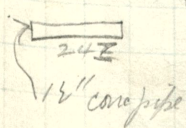
58



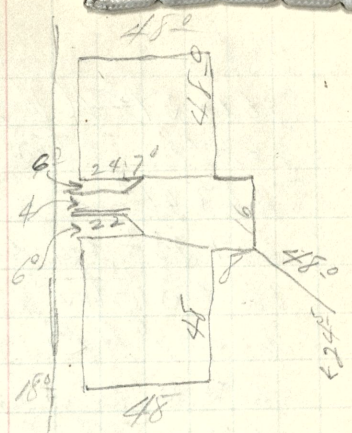
53-2

400

h



78



30 walk

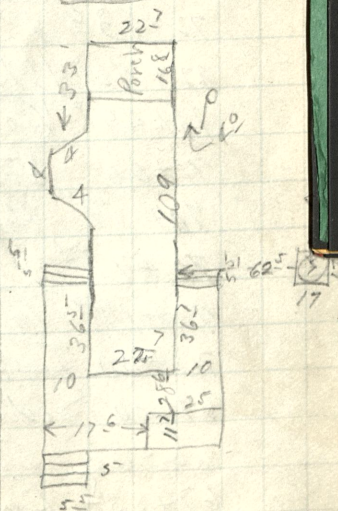
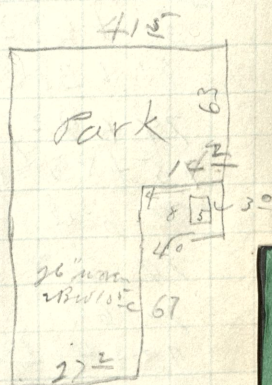
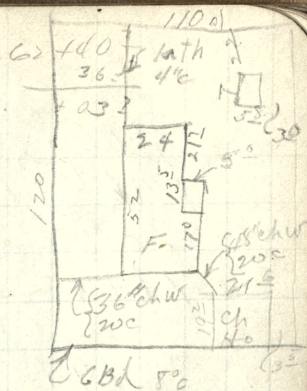
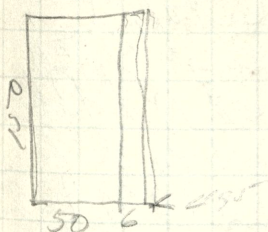
X

67+57⁵ N/pole 1320R
67+00 cts pass trk 108
66+61⁵ Sec No 650R
66+28² cor fe Sec No 40R
66+00 cts pass trk 160
65+07⁵ N/B No Trk
65+00 cts pass trk 165
64+79⁰ Wase 495L
64+27⁴ PF 10 ip
64+00 cts pass trk 170
63+75³ Prim R
63+30⁴ pole 37R
63+28² Over King cable 30' clear
63+75⁵ Postal Pole 55L
63+23⁵ cor park fe 27R
63+00 cts 175
62+91 N/B pole 35R
62+85 Over King wire 35' clear
62+50⁸ N/P pole 35L postal 534
62+73⁵ Dr. Bld 90L

52403³ Sta Bldg 33⁵ R
62+00 cts pass trk 174

61+41⁹ Office hse 100 L
5561+00 cts pass trk 17

8

26²

95+00 Point 75° + W 38° R

97+64 Length 24-1833

97+51 Stn 7° L

91+64 Car 1st 96°

70° 73 ch

59+94 C 1048 B 1048

53+582-764 9° L

80+622 W 45° R

80+389 9W 1037 1/2

79+22 Car 1st 95° R

75+83 2 Co R 1st

10° L with hand rail 95° R

74+302 B 1048 15° L

73+641 HB Pass 1st

73+41 75° R

72+836 PF 10 3/4

72+42 HB Siding 9° L

71+49 Kings Siding 22° R

71+00 Stn 13°

70+89 High cut 71° R

70+75 R Road

70+152 Tow 16 19° R

70+00 Tow 16 19° R

69+00 Siding ends 15°

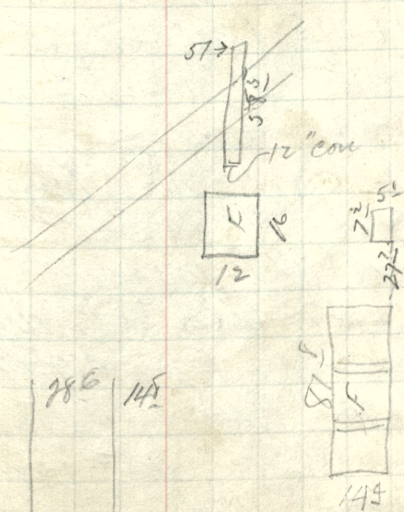
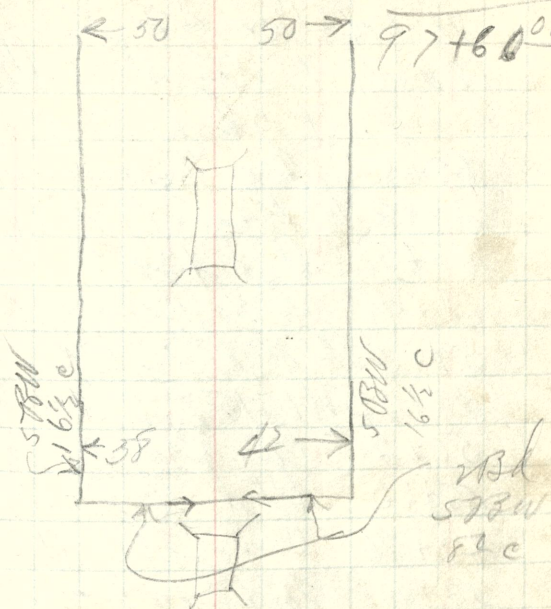
68+00 15° R

67+835 Bu 10 122° R

85 67+79° Mail Crane 10° R

33
 L
 h
 1000
 50
 sch
 100

$$\begin{array}{r}
 73 + 4175 \\
 24 + 1833 \\
 \hline
 97 + 6008
 \end{array}$$



1/5

1/6/16 Am N of Planada

70+743 Cor 42 R

70+00 Postal 45⁵ & W 38⁰ R
+ 58⁰ Fenc

69+565 R + 16⁰ long gate 52⁵ R

69+475 High Post 21 Z R

68+768 Cor 42 R

68+48 Cor Set 9 R

59+582 W 15⁰ R

56+50 W 45⁰ R Postal 44 L

56+25 Cor Set 9 R

55+85 Old W 1049

43+36 Cor Set 9 R

33+182 W 10⁰ R

31+00 Cor Set 9 R

29+05 W 56⁰ R Postal 28 L

29+03 R 16⁰ long gate 65⁰ R

29+025 R 16⁰ long gate 33⁰ L

28+85 R Farm 6⁰ R

16+89 Cor Set 9 R

70⁰ Long 7⁰ ch

15+265 A 1049 B D Pile end

06+782 W 1038

06+22 Old W 1048

04+875 Rail track 9⁰ R

04+74 Cor Set 9 R

28⁰ Long 6⁰ ch

06 04+20 ED 1048 B D Trail inf 6⁰ R

2-16⁰ wood

$$\begin{array}{r} 104 + 208 \\ 51200 \\ \hline 53 + 16 \end{array}$$

350R

525R
R

4h

5L
4R
L

h

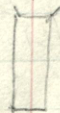
6/60



← 50 → ← 50 →

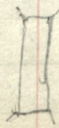
← 336 → 654 →

7-16° wood panel



573W

16 1/2 c



513W

16 1/2 c

31+25 ~~25~~ pf ^{small}

31+245 H3 pres tk

30 + 85 = 115 Lead pencil 31

$$30 + 44 \frac{2}{3} = 74 \frac{2}{3}$$
$$29 + 68 \frac{3}{4} \text{ Posth. } 29 \frac{2}{3}$$

25+21 7 PG

24790 Wlse 558 Ctr

 ~~$32 + 98 \log 200$~~ ~~22-91 Cy/USC R chs~~

19445 N. P. 330 R. 1 km

$$18+55=73 \text{ U.L. } \approx 90^\circ \text{ K}$$

17+56 = 73 pole 445 R

15491 P F 1080

15 + 10 = 5 HB Parakeet Turtle

37085 Cook Rd

Free, 50 P & 50 6

11+00 11/437 Post 45-5 L x

10+22 Car Sales

04192 Old 9 MB 157

8709+85 Nail Rock 20 P

96+09 Car Left off

9/1/19 Sta U Sea 9° R

June 30 R 621

86 + 08 9 11353 R + Bst 45⁵ h

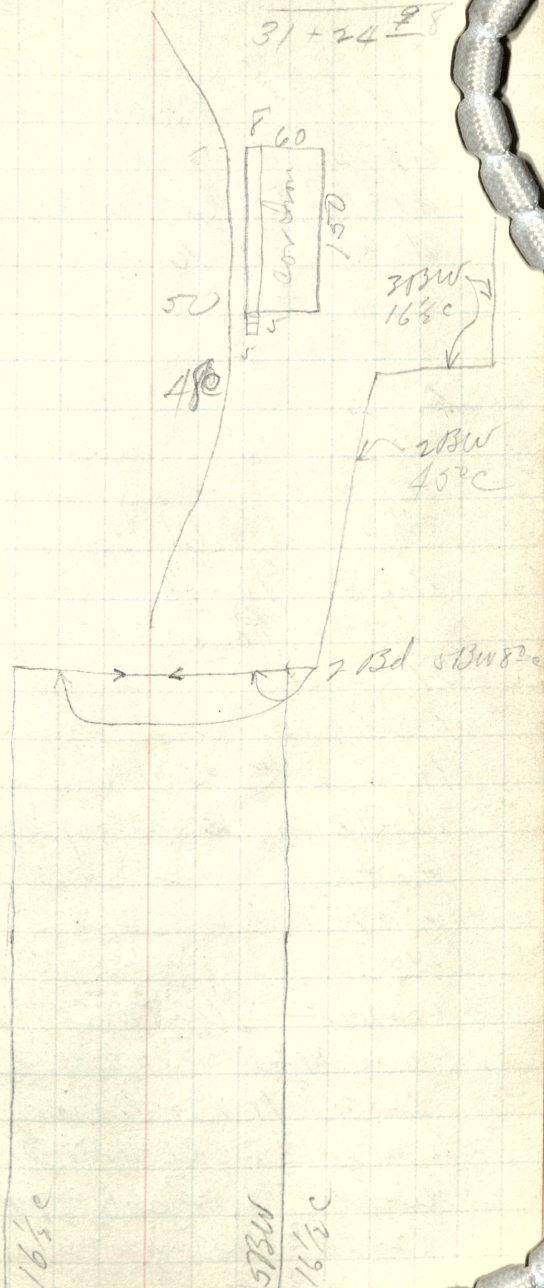
854982 MP 1039 1/2

80+889. Cor Set B3 R

42nd long 10 ch

70+87-8 A105.0 BD Pile 0.50

$$\begin{array}{r}
 25 + 21 \frac{60}{640333} \\
 31 + 24 \frac{8}{8}
 \end{array}$$



1/6/16 P M

Buttle + W

43+71² Road King

42+80 HB Siding

42+18³ Postal pole 53 L

42+00 PF 10 sp

35+80 Siding 440 L

35+78⁹ Mt 1040 L

36+54² Whse 552 L ctr bend

36+46⁵ Postal pole 53 L

35+23⁵ Loading plat 465 L

33+41⁵ Waitroom 16 R

33+09² PF 10 sp

32+88 HB Siding

32 clear + pole 47⁰ L

32+14⁵ HB pole 37 R + King 3¹⁰

32+10² King sign 10² R

31+55⁵ Fr line E sid road

31+39 MV 440 R

4W

9
h

40h

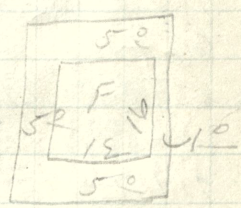
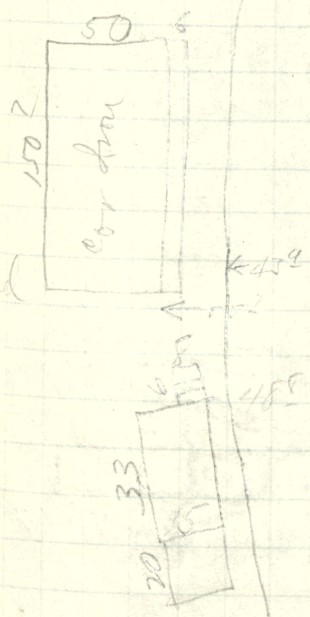
L ctn bend

465

0/2

up 3

42



32 - 107.8

31 - 155.5

17+00 Postal 45 WU 44

16+24

14+77² Railroad 95 R

14+67² Beehive Bd 13 R

14+64⁹ Old WU 1052

14+63 Car set 36 R

07+00 Postal 45 WU 44 R

07+04⁸⁰ 1921

11+06 Road 45 Eureka

10+97 WU 1052 R

88 10+80 Car set 41 R

91+58⁹ WU 1041

88+19 Car set 10 R

79+67 Car set 10 R

10⁵ house 65 ch

79+38⁰ A 1052 BD Trail cross

71+77 Road King

71+61⁵ 13⁰ bridge R

71+57 13⁰ Eureka gate

66+18 Sta W Sign 90 h

657+82 WU 1041

61+80 Car set 46 R

61+56² Old WU 1057

02+03 Car set 10 R

Bk Hous 46 ch

48+24² A 1057-12⁴ 2827 ft

45+09³ WU Sign 90 h

45+00 Postal 45 WU 44 R

87 44+38⁹ Car R 2d

44

10

13 R

52

7

44 R

2

under

R

(cras)

51

th

0 L

7.4

p

11-125

2-16 wood
w/ wood

5 BW
13 1/2 c
22 1/2 chairs

91-128
24-710

5 BW
16 1/2 c

5 BW
16 1/2 c

50 → 50

5 BW 2 BA
82 c

AM 1/18/16 E. J. Denaw

64+38⁴ 9MP 106¹/₂

55+23 Cor Set 96 R

55+13¹ NK Sign 90 R

52+45¹ Vut BK hdi 120 ch
B1078 26" x 52"

40+95⁵ 16" Im gate R

40+82 16" Im gate R

40+62 16" Im gate R

16X12+23³ 3" ch

40+40³ 1525, 1000/30K em

40+00 Cor Set 96 R

37+98⁹ 9MP 106¹/₂

36+84⁸ Old 9MP 1077

24+41⁸ Cor 50 R

24+36³ Cor 50 L

24+29² Fe at Wing

24+14² D 1077 245 Hong 60 Pipe

23+98 Cor at things

23+91⁴ Cor 50 L

23+78 Cor 50 R

23+00 Postal 45 R-W 457

Wing Box em 35 ch

22+70 C1077 - 16X12 x 230

22+48 Cor Set 96 R

10120+36³ NK Sign 90 L

man.

ech
2

ech
C110

y 600

2' 16" wood panel

Pipe siphon



17+18⁹ MIP 1076
 08+71² 2 16⁹ Frigate R
 08+69 R Road King
 08+63⁵ 16⁹ Frigate
 102 02+23⁹ Cor. Setg R
 Vit Bekhu 90ch
 92+38³ A1079-2013V
 90+78⁹ MIP 1068
 88+15⁵ Cor. Setg R
 88+09⁴ Old MIP 1075
 87+78⁵ Rail Mac 10 95 R
 82+28⁸ W. L. Sign 90 h
 Vit Bekhu 85ch
 77+99⁵ D1078 201335
 69+69² Cor 58 R
 69+32² Cor 50 R King Sign
 69+30⁶ Cor 50 R 2h 60
 69+98⁸ ~~Cor 50 R~~ Cor 11 h
 69+8¹ Cor 50 R
 65+91 R Road
 68+70³ Cor 50 L
 65+69² Cor 105 R
 68+44⁵ 2. 60
 65+10² Cor 50 L
 Vit pipe Bekhu 90ch
 10165751⁵ E 1078. 24 395

R
ch
f
F
R
h
Sign
20
h

6 Bu
92+39.6
16.5h

5 Bu
16.5c

P

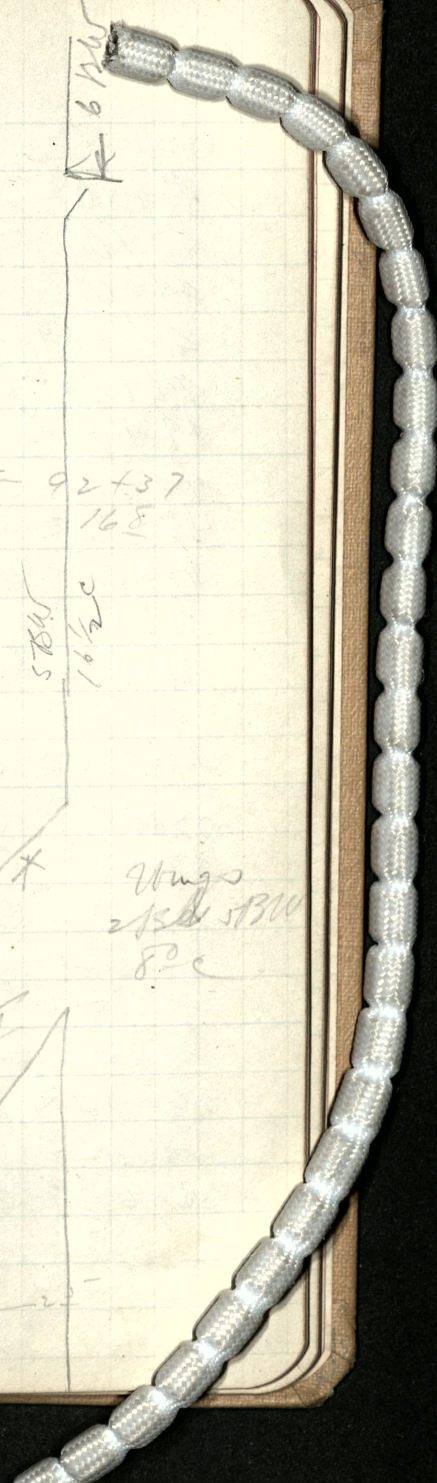
5 Bu
16.5c

92+37
16.8

Wings
2 Bu 5 Bu
8.0c

200/20

20
20



48+50⁵ Batt Box 7° R
45+00 Postal 45° W 45° L
44+61⁵ Xing Sign 16° R
44+57⁵ L Road
44+46⁵ Cor 50 L
44+18⁵ Cor 10 L
44+01⁵ Gork Road
43+76⁵ Cor 50 R
43+58² W.P. 1089

WB 1079
41+14² Cor Set 46 R+
5 14° Long 75 ch
40+75⁵ C 1099 B D Pile
37+85⁹ K 9° R
37+59² Cor 50 L
37+28⁵ Cor 50 R

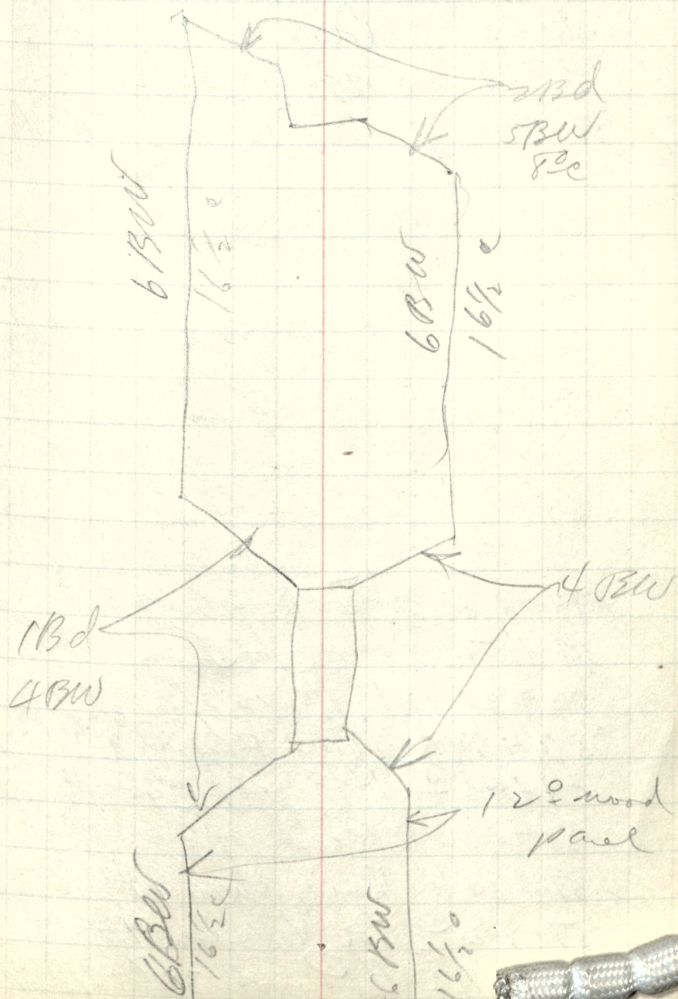
48° Long 8° ch
36+81⁵ B 1079 B D Pile
36+74⁵ Cor 50 R
36+67⁹ Cor 50 L
31+01⁵ W X Bdl 9° R
26+02 S Board 9° R
132 L 5+23 Cor Set 44 R

R
15 L
R

P
of
ile

11
C

$2\frac{1}{2}$
 $1\frac{1}{2}$



57+16⁸ Fuel Tank 23 L
 56+92⁴ Pump 133 R
 56+75⁻ Prim 137⁸ R
 56+59² H₂O Tank 20^c h
 + 100 bends R

54+57² Stock pens 31³ h
 54+8⁸ V pole 145 L
 53+34⁸ PF 0 sp
 52+54³ HB passive R
 51+95² HP pole 393 R
 57+78 R Road
 57+74¹ King Sign 17 R
 57+22³ W C Sign 90 R
 102 57+75⁻ HB pole 332 L

the bands L
 61+39[±] 21 X sign 95R per
 61+29[±] Postal pole 45R
 60+71[±] Wse 79[±] L
 60+39[±] Burn 126 R

60+00 etas per stroke 20[±]

59+78[±] Conal 61 R

59+70 46 pole 160[±] L

59+32[±] Batt Well 18[±] L

(59+27[±] 21 End Sec Ho 65[±] R)

58+75[±] F End Sec Ho

58+42 Cor Fe Sec Ho 4[±] R

58+16[±] 21 X sign 9[±] L &

H/B Stack White lot

(57+90) W End Bu Ho 127 R

57+74[±] Tool Ho 18 L etas

102-57+67[±] Dwelling 130 L

57+20 E End Bu Ho

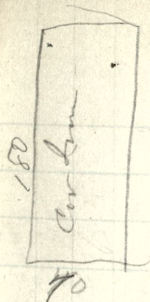
5/2

203

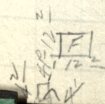
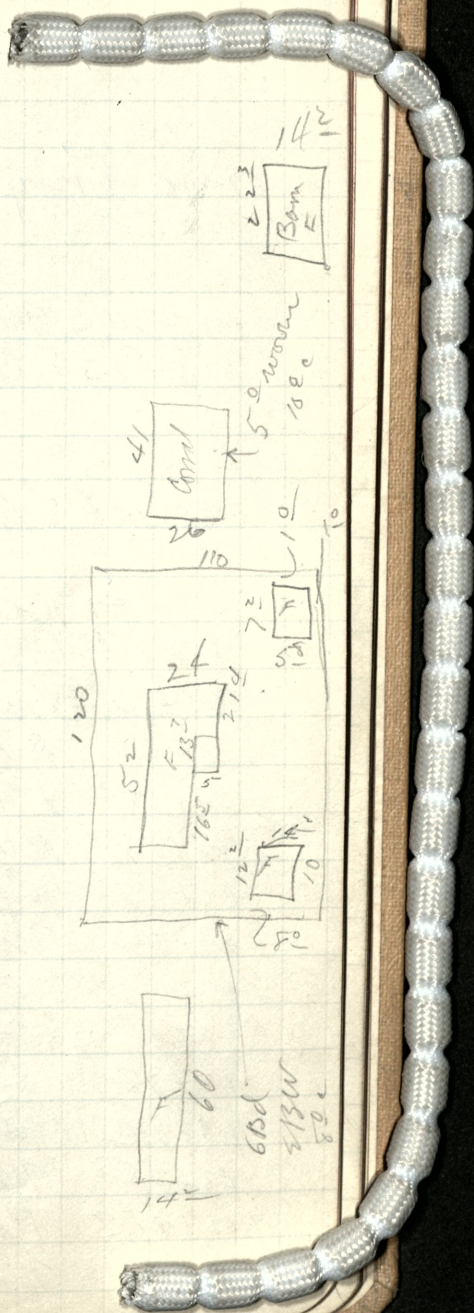
3/2

2/2

R
str



20W 160⁵
652



67-400 Privy 142 L

65424⁹ 9K sign 90 L

65428⁵ Coal Bulker 50 L
L cto

65419⁵ Office Bulker Co 101 L

7 pole 57⁸ R pole 57 L
65411³ Over King 3 sign 45 clear

65406⁸ Lang Sign 57th

64490 A Road

64458⁶ PF 108 p prior road

64457⁸ RW Sign 145⁵ R

6
PF 105 p

64454³ Vignag 20 R

Ho

63+78

H 34² trk
63+75² Post job 103 R

63+18³ Wheel 50 L

62+91⁹ Privy 55 L

102 62-442 Mail Crane 10 R

$4\frac{1}{2}$
□
4 $\frac{1}{2}$

14 $\frac{3}{4}$
57 F
□

17 $\frac{1}{2}$
← 20 $\frac{1}{2}$ →

20 $\frac{5}{8}$
6 22 $\frac{1}{2}$ F
□

124
50 $\frac{3}{4}$
□
□

76+68² HB postole

76+54² HB pole 103 L

75+88³ PF 10 sp

75+48² HB wheel trk 88 L

75+21 Postal pole 45⁵ R

75+31² HB 10 trk

74+57³ PF 10 sp

73+00 Postal pole 104⁵ R

72+00 ctn + wheel trk lnd

71+94² Wheel 50³ L

71+48² Thermos 65⁰ R

71+29⁵ Bolt Box 73¹ L

70+80¹ Shed 48¹ L

70+62⁴ cor park 116⁵ R

70+60 Light post 26³ R

70+15² Oy Bd 90¹ L

70+05² Shed 49⁵ L

~~70+01 Oy Bd 90¹ L~~

70+00 ctn

69+17² Lumber shed 131¹ L

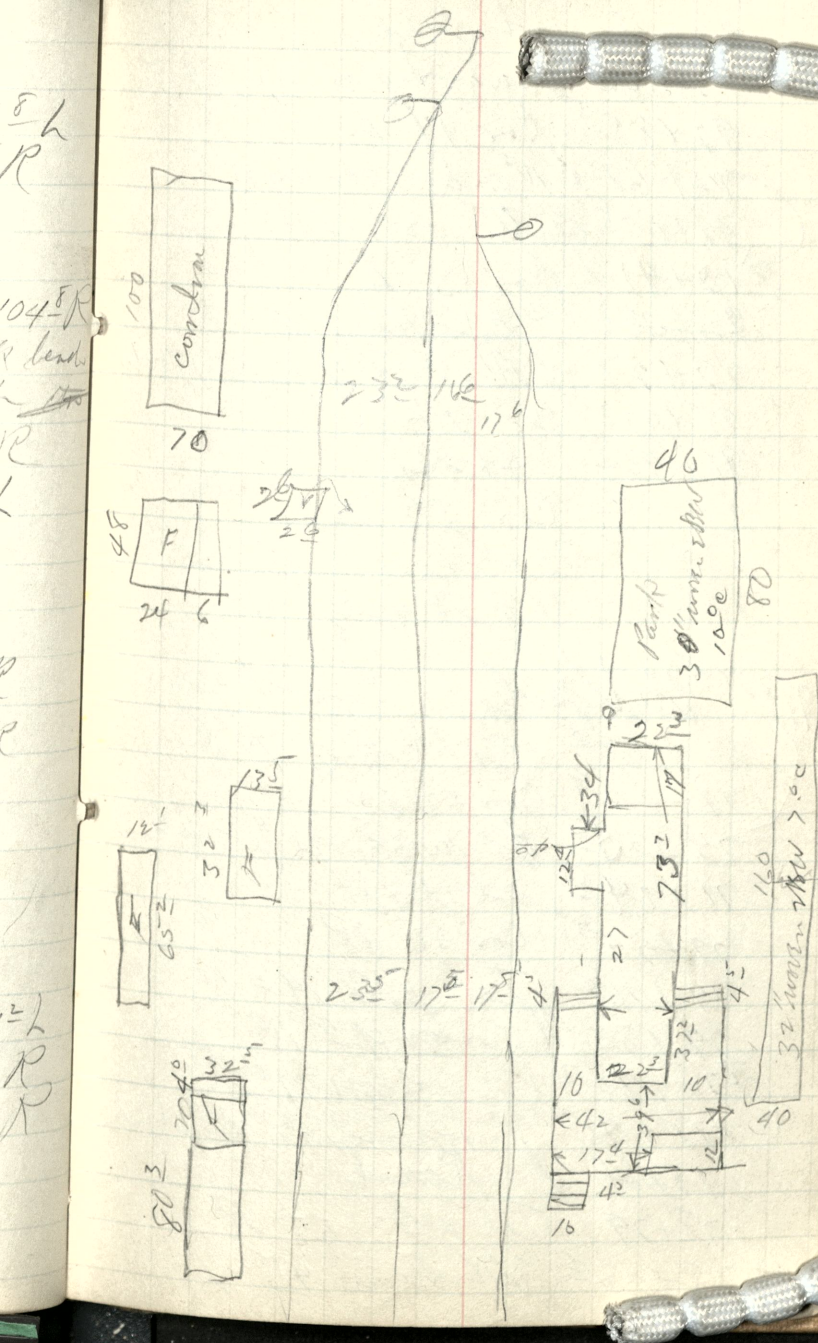
69+13² Cor park 110 R

69+01² Sta plat 24² R

102 67+95⁴ Lumber shed 69 L

691989 MP 1069²

Post 455
W 143



93+33 = Wilson 90 L
93+15 Sh sign
93+16 King sign 17 R
92+85 Cor 19 L

92+62 Road 400 50 R

92+65 Gate 322 L

92+41 Cor 50 L

~~92+38~~ Cone Hdr pole

92+27 4100 Tel pole 18x46

92+93 Cor 11 R

91+98 Sh led

91+55 Cor 50 L

87+60 Fresh bore 5' diameter

82+15 add 5' diameter L

79+36 McVicker 75 L

80+69 Bath house 70 R

79+40 Cor 50 L

79+35 Wood gate 22 R

79+29 Sh led

79+24 Cor 50 R

79+16 Tel pole 74 L

79+83 W K sign 90 R

78+92 King sign 17 R

78+95 15' diameter in cond under

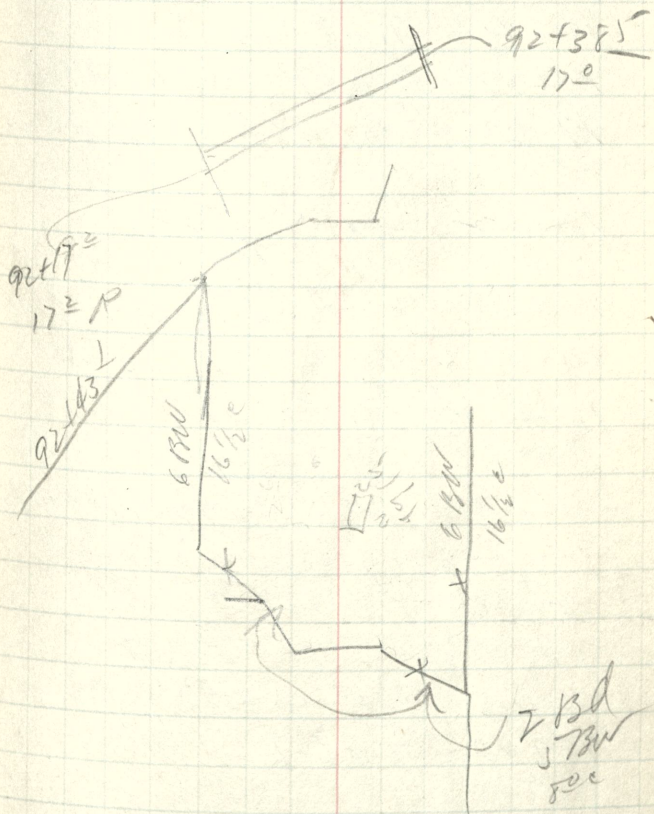
78+84 Road

78+79 Tel pole 55 R

10278+33 W K sign 95 L

45

Wings
cr325925



16+54⁴ 16° Ingate Rk + Key
15+05 Cor 50 R
14+67² Fe at Tree R
14+44⁶ Cor 50 R 14+57² Cor 50 R
14+41² Fe at Tree
14+27⁴ A1081 - 42 Long Bld Pile cap 720
14+00 Fe cor 50 R + High Pr 65²

12+02 Cor set off R
10+74³ Cor 50 R + L
10+54² Q + A10⁴ 46 Long 55² ch
10+48² High Pr 65² R
10+32⁷ Cor 50 R + R
06+33⁸ dk lign 9° L
02+95⁵ Sta 2 lign 9° L

PM 1/18/15

10300+00 Portal 45⁵ R + W 45¹ L
98+90² Fe ch L

96+38⁹ MR 1070
94+32⁸ Rail track 95⁵ R
94+20⁸ Cor set off R + MB 1080
93+61 Cor 50 R
93+39² Q glob. 31⁵ R

4 Key

Cor 5th

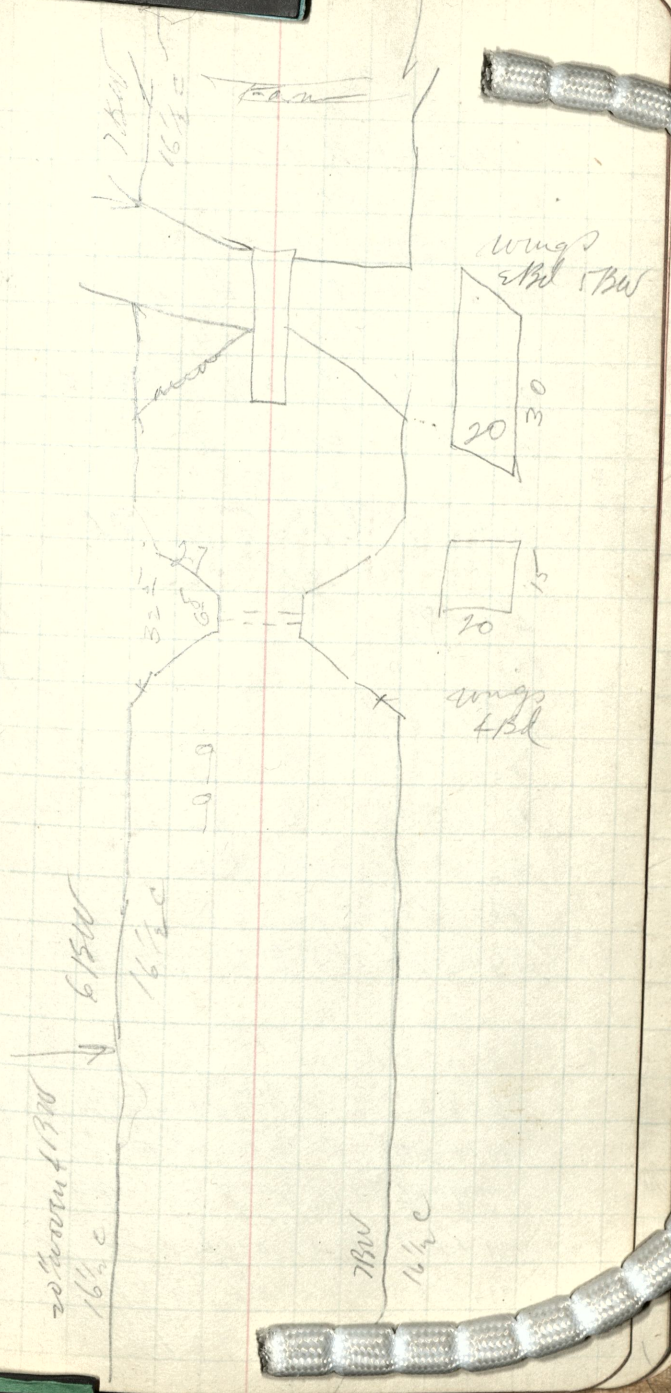
Pile 62

5th

L
L

5h

30

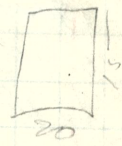
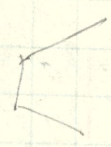
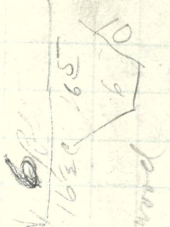


75+55⁹ WP 107 1/2
69+24 W K Sign 90 R
66+75 Car sign R
62+80 W L Sign 90 L
52+52 R & A 1052 24 Hwy 241
52+44⁹ High Br 65 R
50+82 Car sign R
49+57 Cor 50 L
49+39 L gate 30 L
42+18⁹ WP 1091
49+22⁵ Sh Rd
49+80 Cor 118 R
48+85 King Sign 165 R
48+87 Cor 50
48+83 L Road & Cor 50 R
48+60⁵ Cor 115 L
48+49 Sh Rd
48+29 Cor 50 R
47+39² Old W/B 1087

37+78³ 25⁰ Long B 1081 400
37+69⁵ High Br 65² R
35+56² W K Sign 90 R
31+67 Feline
31+42 Car sign R
10322 + W⁹ WP 1070 1/2

68+984

Long 24" 6° ch



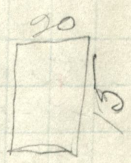
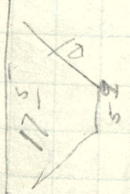
713W
16 1/2 c

Wings 180°
134° P.C.

16° wind gate

4° ch

75W



75W

16 1/2 c

~~18104 Cor Setoff R~~

01+98⁹ 94 P 1072

00+87⁴ Rail tank 95 P

00+74² Car set off R

00+66² Old W. 31072

104 00+64 Sec unit Rd 90 R
Hdw 90 ch

98+76 A1082 20x36 94 13k

97+31 W. Sign 92 R

96+167 W. Sign 90 L

89+79⁶ 37 long 3 pipes 55 L
R BA 1082 CP Siphon

85+32⁵ Car set off R

83+49⁸ Cor 50 100

83+46² Sh Rd

83+09¹ Cor 108 R

83+03⁵ Ling Sign 165 R

82+87³ Cor 50 R

82+82⁷ Cor 50 180 Road

82+55⁸ Cor 130 L

82+38⁵ Sh Sh

103 82+04 Corso R

0

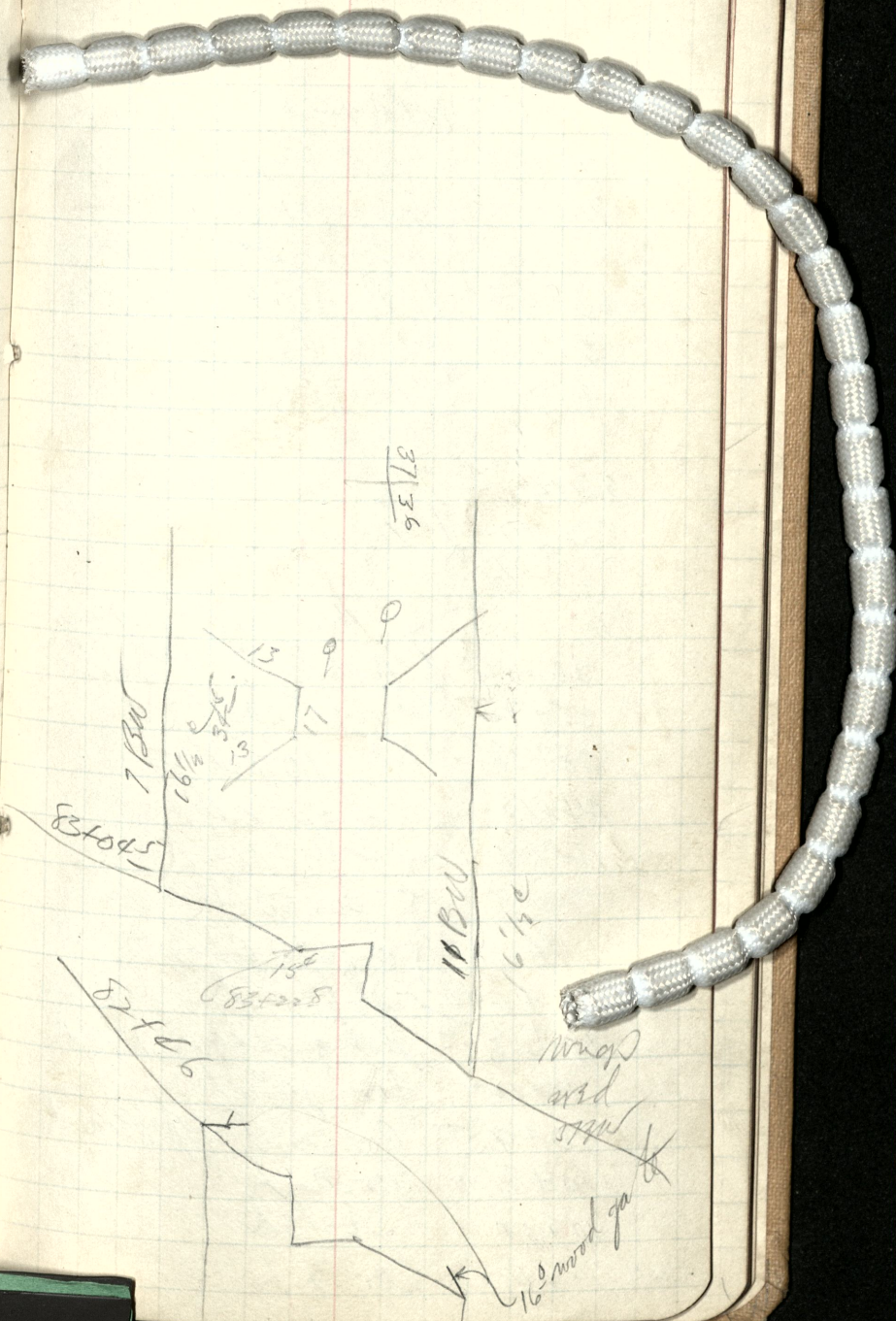
R

X 12k

550

horn

0



37/36

13

17

13

19

7/30

16 1/2

834045

11

10 BCU

24 9/10

156

834008

82466

11

wings and 11m

16.0 mwd ga

71+18² WMP 1073' ^{1073' 1/2}
79+00 ~~Walt 45~~ 15' 10" 45h
78+59 R 16° wood gate R
71+15 Cor set off R

25 hwy 100 ft 65h
63+00 R A10 75' 10" P 1/2 hwy

54+98² WMP 1073

Cor set off R
53+46⁴ M B 10 33' 10" +
53+37¹ R 16° wood gate R

42" x 180 70 ch
36+56⁵ R A1083 WMP 1073' Siphon
35+75 Cor set off R
28+38² WMP 1072' 1/2
24+12⁵ R Sign 90' h
18+04 Cor set off R

15 Cor 50 R
11+57¹ R 16° wood gate 36° R
11+64⁸ R 16° wood gate 36° R
11+35¹ R 16° wood gate 36° R
11+33¹ R 16° wood gate 36° R
11+12¹ Cor 19° L
10+95 Cor 50 R & Road
10+85 Cor 50 R
10+50 Sh 1st
104 10+09 Cor 50 h

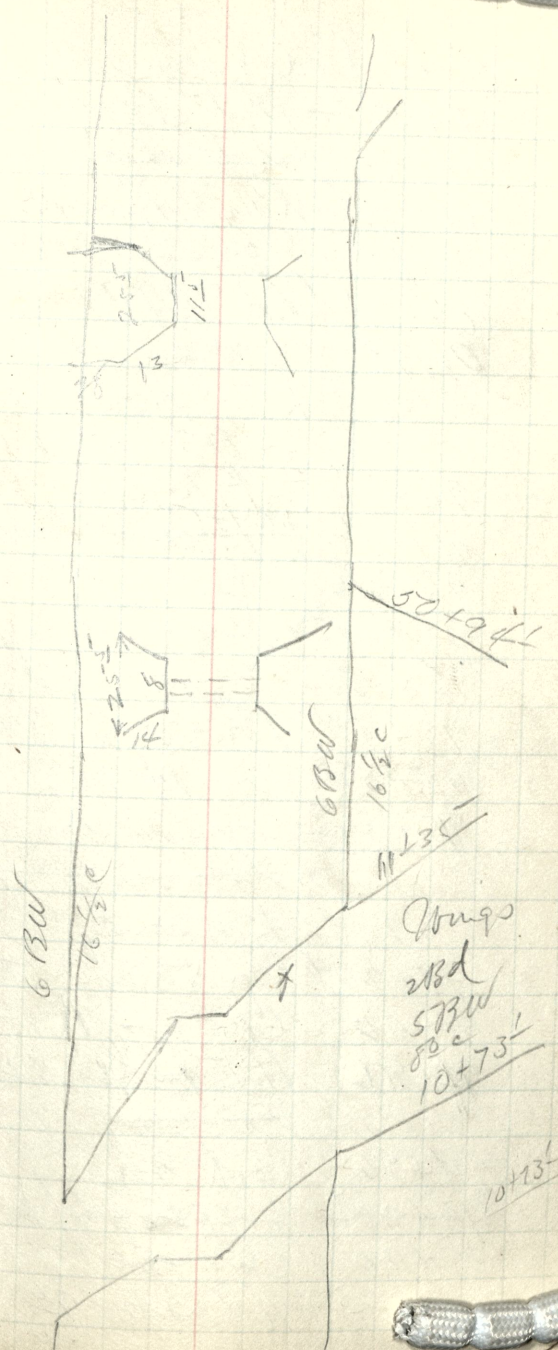
h
10

65th
1/4

ch
m

ep
10
p

(



05+57 ~~W~~ K Sign 90 R

07+53 ~~W~~ 11/1 1074

~~W~~ K Sign

06+74 ~~W~~ Rail Road 95 R

06+60 Cor 50 R

06+57 ~~W~~ Old W B 1074

06+18 ~~W~~ K Sign 90 R

105 00+36 K 16² mss. pole

96+88 ~~W~~ 3 pole 102⁵ R

96+83 ~~W~~ 3 pole 102⁵ R

96+41 ~~W~~ Cor 50 R

95+83 ~~W~~ Long bridge 16 R

95+80 ~~W~~ Cork Rd

95+60 ~~W~~ Pouring grain 30² clear

95+58 ~~W~~ Cor 14 R

95+39 ~~W~~ Cor 50 R

tel pole R

K Road

95+26 ~~W~~ Cor 50 L +

95+00 Cor 14 R

94+96 ~~W~~ 16 pole 52 L

tel pole

94+76 Cork Rd

94+30 ~~W~~ Cor 50 R + tel pole 51 L

88+90 Cor 14 R

10487+45 ~~W~~ K Sign 90 R

30 June

L pole 5204
works in
cord under

34+00 WU 45H Portal 45⁵ R

33+98⁹ WU 10² R

32+76² WU Sign 9⁰ R

24+17 Car Sit 1⁰ R

19+91² Cor 50² R

19+67² Sh Rd

19+53² Cor 14 R

19+47⁸ King Sign 17 R

19+33² Cor 50 R

19+29² 2 Road

18+87² Sh Rd

18+60⁶ A1085 BR Beam 27 Long 50

18+53² Cor 50 R

18+15² Cor 50 R

175+18+107² High BR 59 R

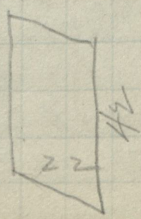
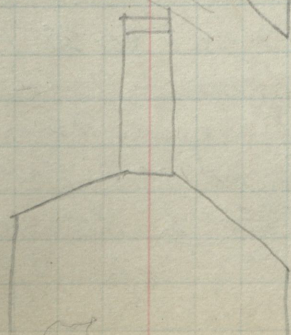
155 R

7 BW
16 1/2 c

7 BW
16 1/2 c

Wings
5 BW - 120

27 long 800



12/22/16 AM

77+58² Cor 53 L + 400 L

77+66² Cor 53 L

77+60² 1097-6.72 hang

77+30 Piv Rod L 100 L

77+10² Postal pole 47R

77+09² Power pole 100 L

75+23⁵ Power pole 200 L

74+63⁵ Sta V Sign 90 R

72+99⁸ Sign 90 L

72+63² Power pole 199 L

72+31 Fence cor 200 L

72+11 Fence L 139 L

70+95 Power pole 92 L

Fence 139 L Postal 47RFSM

70+00 W 46⁵ L Power line 92 L

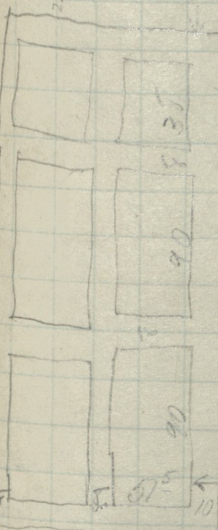
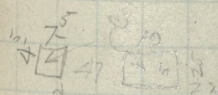
74+23² PT - L = 9+76²

11154+46⁵ PC 30' R Δ 433'

503W

70C

Q



77+61-50R

603W
10 1/2 C

724 002
724 002

64622

14400 15

(13+59 Can 15

13+83 = Pry 14 L

12+195 W pole 44 132

08+00 Ctn 13

06+40² Pry 152 L

04+06 Postal 58 R

03+35² Del Post 24 R

02+01² PF

112 01+21 NB Pass 1st Gen. Pit

93+98² NW 1087

93+37² Old 74 B 1007

88+66 = Sta. 91 93 L

86+47² Pows pole 132 L

85+58² F Cor 575 R

85400 NW 48 L

(85+04 F Change R

84+521 Priv Reg IV Sign 90 L

84+50 = Post/pole 108 L

84+34 = Cor 50 R

84+00 Postal pole 47 R

84+00 Postal pole 14 R

80+99² End Truss

79+23² End Thru Truss Pratt

111 79+22² Postal pole 145 R

152
5-20

132

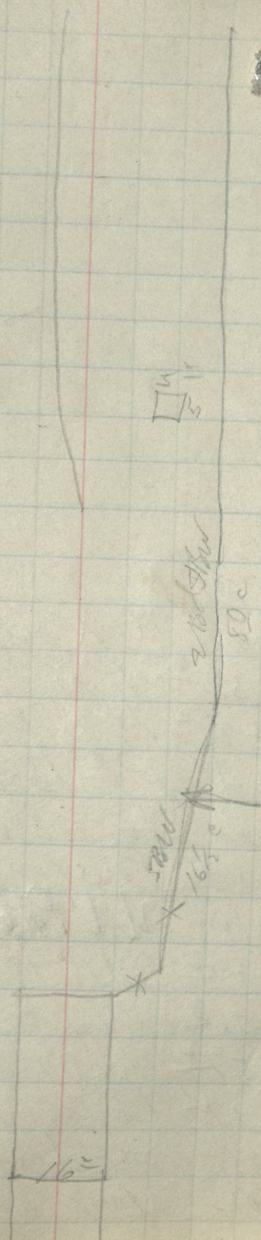
B

Pit

L

L

+



H.B.

28+66⁴ V X Sign 55 R

27+32²⁵ PS

27+76³ AB parrot R

76+46 PF 185p

24+66 etn 1955 L R

20+96 Power pole 60p

21+16 V UPole 46 L Postal 46

20+38² 9M 1987 L

20+57³ Fe. Cor 50 L

17+57² V UPole 109 L

16+97¹ Power pole 144 R

16+88⁶ Sta V Sign 90 R

112 159 035 Power pole 104 L

1/4/46

404-284
500

404-284
500

404-284
500

148

129/16 K/M

44+035 Tel pole

43 98 Cor King 1500 ch

43+912 Tel pole

43+845 1600 long R

43+755 1600 long R

43+368 Culvert 50 R 188615

33+189 M P 1101

32+739 Old M B 1111

30+95 Cor Set off

20+035 Cor 50 L

19+95 Cor 50 R

19+68 Fe at Br R 4 h

18+95 B 1111-B 200 23 long 850 h

18+912 Cor 50 L

18+833 Cor 50 R

16+433 1200 mul h

16+32 Road King

16+035 12-160 mul R

15+338 1200 mul R

14+803 Cor 50 L

56 long 45 ch

14+094 A 1111 B + Balerno

14+00 Cor 50 R 4 h

119 06+789 M P 110 0 1/2

99+00 Cor Set off R

11880+00 Pata 46 R 100 45 R

clear

18/6/12

h

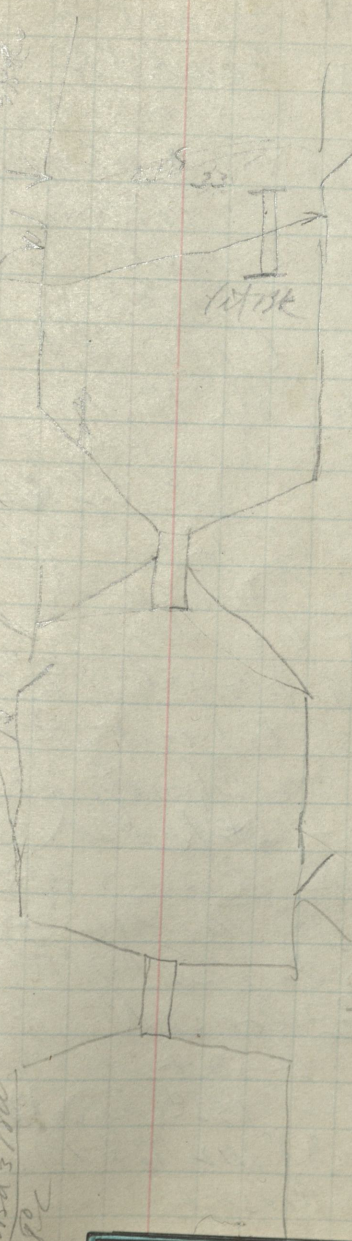
h

2-16° and 100° S

4-16° and 100° S

16+0/15
2-12° and 100° S

Rock
25d 3/5W
90°



252
40

2-13d 5/8W

2-16° and 100° S

2-12d 5/8W

77+75⁹ Corso R

77+58⁵ Foot R

98³

62-01

76+78⁸ B 1112 B 185

76+70 Corso R

76+50 = 12⁹ m to

36³

69+94 C 1112 B 185

69+29⁷ Sta 10 R 90 R

67+69¹ Car Sep R

28¹ Long B 185

63+67³ B 1112 B 185

60+54⁷ Cattle 90

60+55⁸ R 2 12⁹ m to

60+49⁸ R 2 90 m to wood

60+35¹ Culvert 33² R 24x50

7 Culvert 27 L 18x50

60+38⁶ B 185

60+36⁵ Corso R 4 L

59+58⁴ M 1112 B 185

52+50 Car Sep R

48+78² Corso R

48+68⁸ Corso L

1 153⁴ Long B 185

47+048⁴ 1112 B 185

119 47+00 Corso L

Postal 46 R 1112

99+935 Privy 135
99+78 PF 105p
99+57 $\frac{1}{2}$ Or 130 12 R
99+185 Oper Sheds 102 R

99+00 Postal 46 110 152
98+975 HB 15 Trk
98+36 $\frac{1}{2}$ Hand room 16 R
98+315 Cor 150 L
97+62 Cor 50 L
96+50 Cor 150 R
96+48 $\frac{1}{2}$ PF 105p
95+68 HB Pass Trk
95+0 $\frac{1}{2}$ Cor 50 R
95+02 Cor 50 L + R Road
94+88 $\frac{1}{2}$ Viney Sign 17 R
94+66 $\frac{1}{2}$ Sh Rd + Trk

31° Long 60ch

94+52 $\frac{3}{4}$ A 113-48X 30 wood L
94+292 Cor 50 L
86+90 $\frac{1}{2}$ R 16° wood gate R+L
85+98 $\frac{1}{2}$ MP 1102
85+52 $\frac{1}{2}$ Old MB 1112
85+39 $\frac{1}{2}$ Rail gas R 95 R
119 81+36 UK Sign 90 R

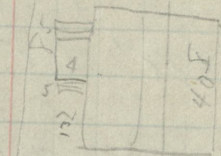
R

cal
d box

2025-1922

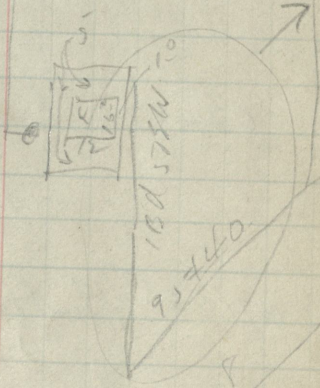
2025-1922

2025-1922



262

2 car bodies 2 1/2



715 658

213ds-1366

4-12 pond
1-16

15+00 Postal 47 760

150 R4 50

16+36⁴ Fe cor 150 100 L &

12+38⁹ MV 1102

4 Km?

08+78² Q 3-16⁰ panel P+L 100

03+87³ Cor 45 L

02+49⁵ Butto 1252 L

01+61 Tool H₂ 33² L

01+55⁸ Landing plat 24 R

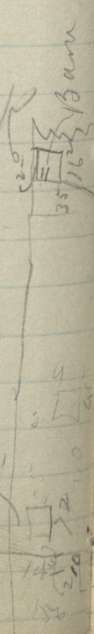
01+46 R Tank 79⁵ L

00+44⁸ Sec H₂ 75⁵ L

00+22 Garage 180 R

120 00+11⁰ Cor Fo Sect H₂ 50 L

00+00 Garage



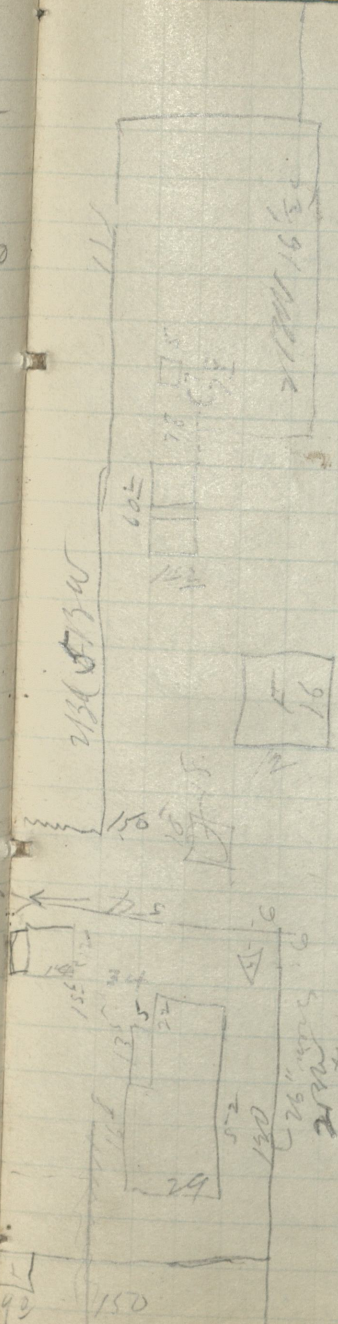
B1113

2134 5734

35
16
Bam
4
2
2.10
50
43
150

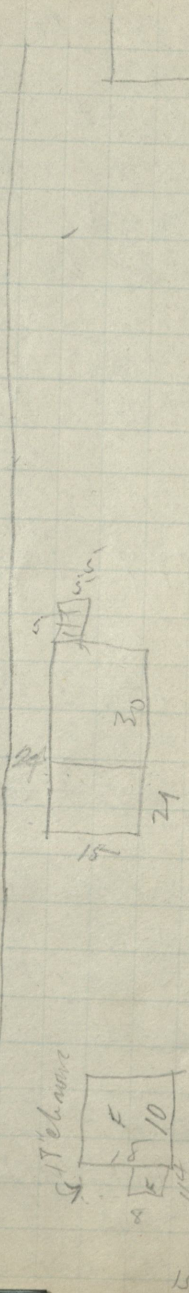
200

2134 5734



13 18

13



15

61+15⁸ Cor 50 R

61+41⁵ Cor 50 L

61+23³ Cor 50 R

60+89⁵ Cook L

60+65⁵ Cor 50 L

55+96 Cor Set R

55+46² BKH 5⁵ ch

C 1114-12131 Vit

52+15⁵ Sta H Sign 95 L

pipe BKH 6⁵ ch

49+39³ B 1114 12" x 31" Vit

47+99 BKH Sign 90 R

Vit BKH 7⁰ ch

43+12² A 1114 12" x 31"

38+78⁹ MP 1103

38+37² Car Set R

38+18⁸ Old MB 1113

28² Long 5⁵ ch

32+18⁵ A 1113 BD Trail

26+57 Sh L

25+56² HB Pass Trk

24+75⁵ PF 10 sp

19⁵ Long 5⁵ ch

24+09 C 1113 BD Trail on Jule

20+01⁵ HB 40 Trk

19+20⁵ PF 10 sp

17018418⁵ R 2160 panels R

6-10-3
2-16
1-10

2-10
1-12

2-10
2-10 5-13W

1

44-412
16-1

2-49-37-2
143-10

43-175
158-1

43-176-4
133-1

39-61

MA 1
5-13W
5-13W
5-13W

2-10 3-13W

4-15-2

2-10 5-13W

2-10 5-13W

74+48 Car Set off R

74+08 Rail Back R

17+989 MP 1104

16+10 Car Set off R

12+80⁹ UK Sign 90 R

and 28⁸ 5⁵ ch

11+86⁹ B1115 B1115 130⁸ 140⁸ 150⁸ 160⁸ 170⁸ 180⁸ 190⁸ 200⁸ 210⁸ 220⁸ 230⁸ 240⁸ 250⁸ 260⁸ 270⁸ 280⁸ 290⁸ 300⁸ 310⁸ 320⁸ 330⁸ 340⁸ 350⁸ 360⁸ 370⁸ 380⁸ 390⁸ 400⁸ 410⁸ 420⁸ 430⁸ 440⁸ 450⁸ 460⁸ 470⁸ 480⁸ 490⁸ 500⁸ 510⁸ 520⁸ 530⁸ 540⁸ 550⁸ 560⁸ 570⁸ 580⁸ 590⁸ 600⁸ 610⁸ 620⁸ 630⁸ 640⁸ 650⁸ 660⁸ 670⁸ 680⁸ 690⁸ 700⁸ 710⁸ 720⁸ 730⁸ 740⁸ 750⁸ 760⁸ 770⁸ 780⁸ 790⁸ 800⁸ 810⁸ 820⁸ 830⁸ 840⁸ 850⁸ 860⁸ 870⁸ 880⁸ 890⁸ 900⁸ 910⁸ 920⁸ 930⁸ 940⁸ 950⁸ 960⁸ 970⁸ 980⁸ 990⁸ 1000⁸

25+04⁵ 2² 16⁰ parallel

121 07+35⁸ Car set off R

97+63⁶ Car 50 R

97+70² Car 50 L

70² 75⁵ ch

96+40⁶ B1115 B1115 130⁸ 140⁸ 150⁸ 160⁸ 170⁸ 180⁸ 190⁸ 200⁸ 210⁸ 220⁸ 230⁸ 240⁸ 250⁸ 260⁸ 270⁸ 280⁸ 290⁸ 300⁸ 310⁸ 320⁸ 330⁸ 340⁸ 350⁸ 360⁸ 370⁸ 380⁸ 390⁸ 400⁸ 410⁸ 420⁸ 430⁸ 440⁸ 450⁸ 460⁸ 470⁸ 480⁸ 490⁸ 500⁸ 510⁸ 520⁸ 530⁸ 540⁸ 550⁸ 560⁸ 570⁸ 580⁸ 590⁸ 600⁸ 610⁸ 620⁸ 630⁸ 640⁸ 650⁸ 660⁸ 670⁸ 680⁸ 690⁸ 700⁸ 710⁸ 720⁸ 730⁸ 740⁸ 750⁸ 760⁸ 770⁸ 780⁸ 790⁸ 800⁸ 810⁸ 820⁸ 830⁸ 840⁸ 850⁸ 860⁸ 870⁸ 880⁸ 890⁸ 900⁸ 910⁸ 920⁸ 930⁸ 940⁸ 950⁸ 960⁸ 970⁸ 980⁸ 990⁸ 1000⁸

96+02 Car 50 L

91+58⁹ MP 1104

91+45 Old UK B1114

91+39² See List B1114 95⁵ R

91+27 Car Set off R

75+72⁵ UK Sign 90 L

73+73 Car Set off R

70² 75⁵ ch

72+37⁴ B1114 B1114 130⁸ 140⁸ 150⁸ 160⁸ 170⁸ 180⁸ 190⁸ 200⁸ 210⁸ 220⁸ 230⁸ 240⁸ 250⁸ 260⁸ 270⁸ 280⁸ 290⁸ 300⁸ 310⁸ 320⁸ 330⁸ 340⁸ 350⁸ 360⁸ 370⁸ 380⁸ 390⁸ 400⁸ 410⁸ 420⁸ 430⁸ 440⁸ 450⁸ 460⁸ 470⁸ 480⁸ 490⁸ 500⁸ 510⁸ 520⁸ 530⁸ 540⁸ 550⁸ 560⁸ 570⁸ 580⁸ 590⁸ 600⁸ 610⁸ 620⁸ 630⁸ 640⁸ 650⁸ 660⁸ 670⁸ 680⁸ 690⁸ 700⁸ 710⁸ 720⁸ 730⁸ 740⁸ 750⁸ 760⁸ 770⁸ 780⁸ 790⁸ 800⁸ 810⁸ 820⁸ 830⁸ 840⁸ 850⁸ 860⁸ 870⁸ 880⁸ 890⁸ 900⁸ 910⁸ 920⁸ 930⁸ 940⁸ 950⁸ 960⁸ 970⁸ 980⁸ 990⁸ 1000⁸

65+18⁹ MP 1103 1/2

62+71 Car 50 R

62+04⁴ Sh 160

62+36² King Sign 160 L

120 61+93² Car 50 L & R Road

1/31/16 AM

44+38⁹ WP 1105

42+67² Old WB 1105, 50 yd R

40+09⁸ VC Sign 95

32+07² HVB Sp

32+97 Fe cor 27

31+83⁴ WP pole 2

31+27² PF 1050

30+39⁴ Cook. hd & Ch 30 yd

30+37 Cor 50 R

29+97² R 2-160 gate 1105 R 30

29+70⁸ End Culvert 38⁵ L

27+64 End Spurth

195 Long 6' sh

27+22 CH 15 BD Trail on piles

26+82⁵ Cor 50 R

26+83 Cor 50 L

26+78⁴ King Sign 16⁸ L

26+74² R Road

26+35⁸ H Upd 44 L postal 47 R

26+16 Cor 50

26+11⁸ Cook. hd

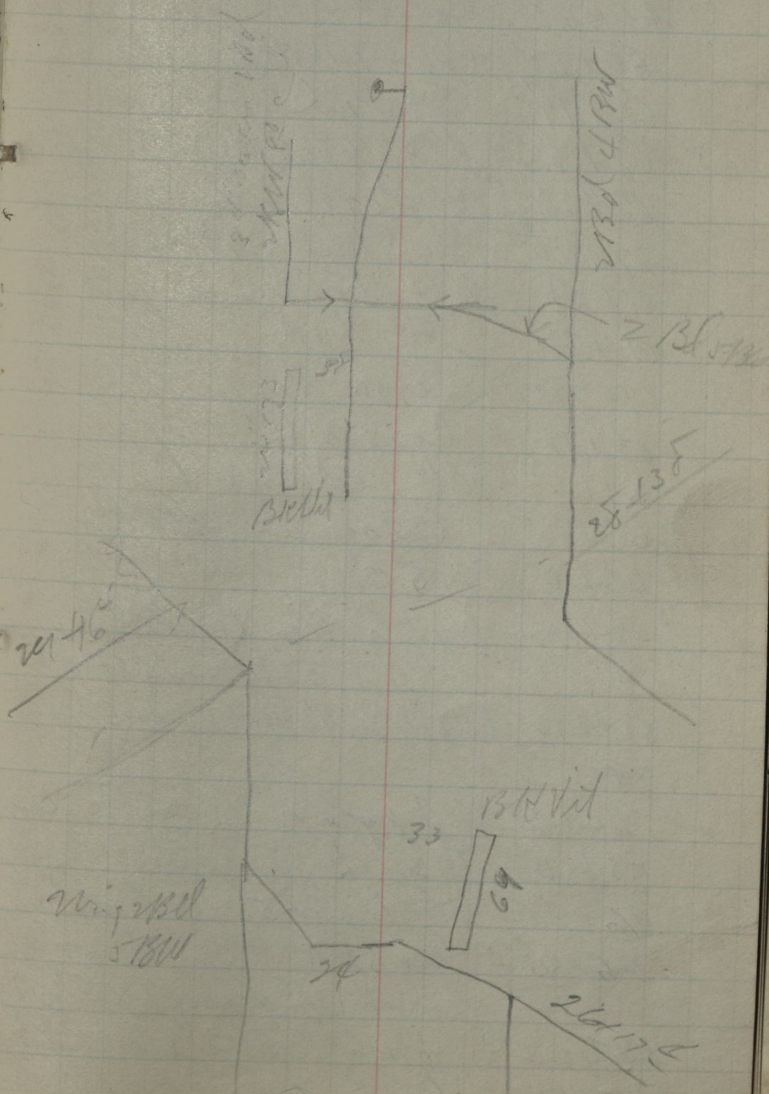
26+08⁴ Culvert sd 22⁵ R 1105

25+52⁴ Cor 50 R

121 25+50¹ Over King mts 30 clear
Tel pole 52 by 55 R

165

22 28



74+97¹ $\angle$ 2-16° *uncol* Lt Row

74+20² $\angle$ 14° *uncol* Lt R

70+78² WWP 10°

68+82² Cor 50 L

68+77² Cor 50 R

68+74² Sh Gd

68+63² $\angle$ 2-16° *uncol* Lt R

68+00 $\angle$ Road

67+94² End Culvert 28° R

67+41 $\angle$ 2-75° *uncol* Lt R

67+32 Sh Gd

67+78⁵ Cor 50 R

67+12³ Cor 50 L

61+52³ W pole 46 L

60+58 Car. Set 48 R

60+00 Cor 50 L

59+119² High Br 81° L

56° long 5° ch

58+97² B1116 BDPile OK

58

56+26 W pole 4 L & Fe cor 25° L

55+50 Fe ch L

46+48⁸ High Br 52° Lt Cor 27 L

46+45³ Cor 50 R

70° long 85° ch

48+62⁸ B1116 BDPile OK

48+42³ Cor 27 L

64 Row
R

R

R
ch

ch

Cor 25¹/₂

7h

ch

30

29

25.5

1/2

20

21

5 Row / 100

74404
Net 132

20450

25140

213d 313w

213d 313w

213d 313w

213d 313w

1-16.9 Paul

23+58⁹

7110 Main

22+10

Rail Park 10 R

15+46⁵

R 3-16° panels L

15+16

Road Lane

14+83²

R 3-16° panels R

13+31⁵

PF 10³P

12+57²

H.B. Parrot 1/2 Laron

handrail 42²-long 8⁵ ch

122 11+23⁴

B1117 Bk Pile over with

37⁵ 20² - 7⁰⁰ ch

97+49⁴

A1119 13¹ rail on pile

97+18⁹

W.P. 1106

95+75⁵

Car set B.P.

95+68³

Old MB 1115

90+11⁶

R 14° Eureka gate L

90+00⁴

Road

89+91⁴

R 14° Eureka gate R

86+72²

Cor 50 L

86+54³

Cor 50 R

86+41²

Stall Sign 9⁵ P

140³ long ch

84+95⁰

C1116 13¹ Pile over

84+79⁴

Cor 50 L

84+69³

Cor 50 R

12177+88

Car 2 set off R

P
L
P
arm
ch
with
h
pile

2130
3 BW

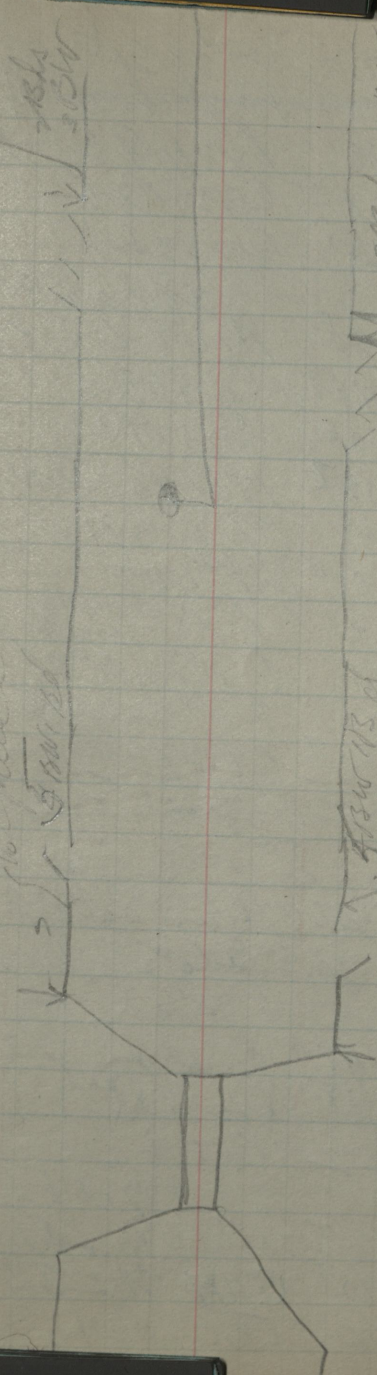
160
160
160

2130
3 BW

15741/6

160
160
160

2130
3 BW



59+08 Cor 50 h

~~57192^c Fe, gl. Fe. R. 10099 ch~~

57+82 13 118 22 1000

57468 - Corso Rosh

\$5750 Cor 50 h

5748⁵ 28 peng 9 ch
H. 11.5 D. 1.5

54 + 45 = Cor 52h

5744303 Cor 50/P

Box 52¹ HBS Pasadena

3/472 - PF 108/10

49. + 982 FWP 1107

49 + 45 = 94 ¹⁵ *Eumegastus* R & H

49 + 35 9 Road

47412 $\frac{9}{2}$ R 14 - *Amegali* R
47413 $\frac{9}{2}$ R 14 - *Amegali* R

44710-c12 panel 506

16756⁸ Cop 58A

702 Long, 8 ch

25480-2 2117 ML 52 File

99 90h
C10

Box 1B
57200

2130
2130

2130/1300

Box

2130

h

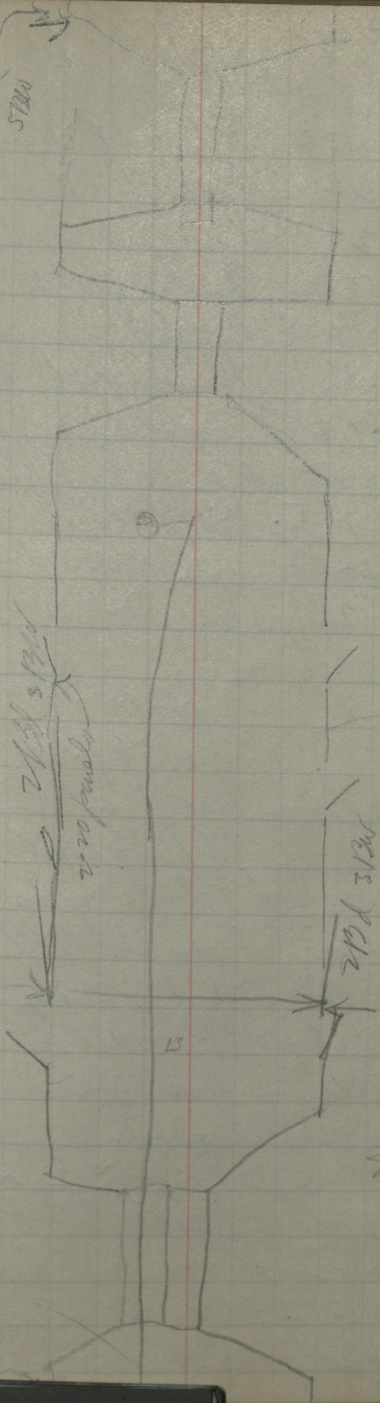
2130/1300

2130/1300
2130/1300

162 pound

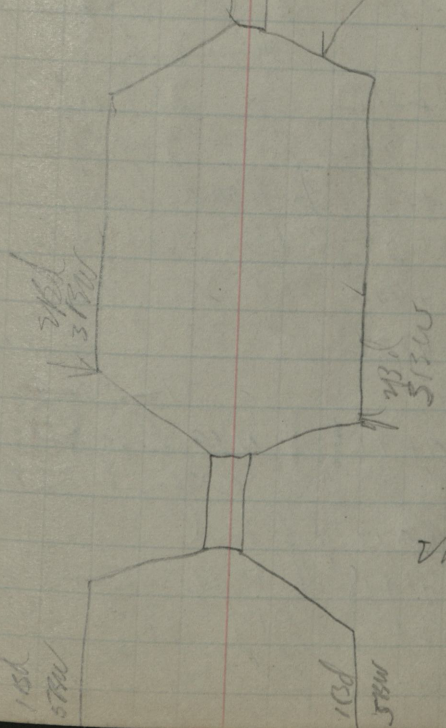
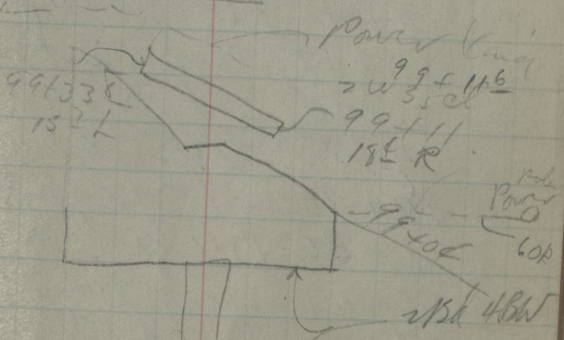
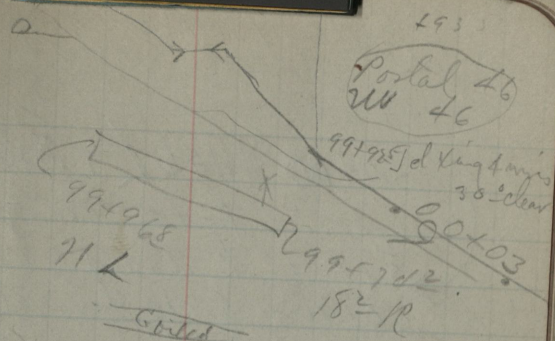
2130/1300

2130
57200



4750
 452
 442
 5 dh
 0
 1/2
 100
 500
 100
 500

Miguel
 5000



2130 4150

1/31/16 P.M.

50+00 NV46 R 16° 146R

51+06 R Road

50+96⁵ R 16° 146R

50+71⁷ R 14° 146R

30+49³ Cor 50

30+40⁴ End Bill

29+18⁴ NV46 R

28+90⁵⁵ P 1720

28+30 B1119 Old Pile

28+09 Cor 50

28+00 2nd France 57R
Cor 50

19+42 Cor Set 1720

13+93⁵ R 16° 146R

13+58 R Road

13+35² R 16° 146R

12+90⁷ NK 9° 146R

11+70⁵⁵ PC 30' L 836

37' long 5' ch

10+95⁸ A 1119 B&P Pile Trail

04+85 R 2-16° wood gate R

04+77 R Road

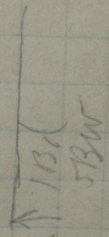
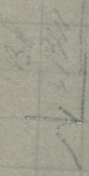
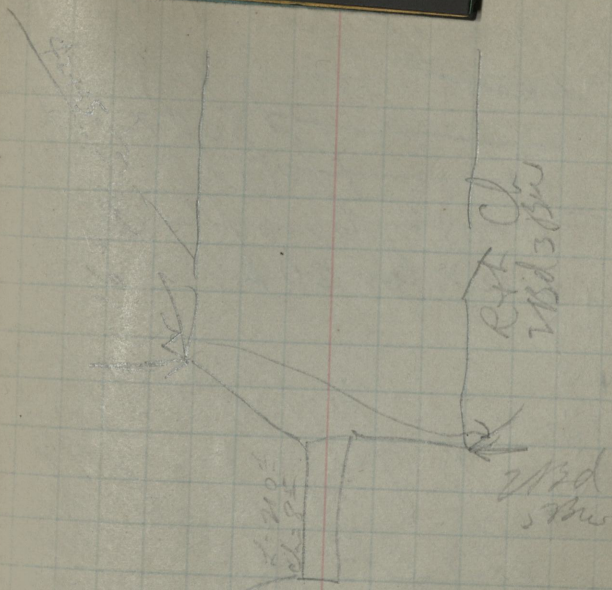
04+68 R 7-16° wood gate R

02+78¹ 911 110.8

23 08+86 Old MB 1118

20465
 $28+30$
 $2+10$
 20

57A



213d 33w

213d
 313w

54+20 1/2 Up
26 1/2
Pole
27 1/2

62+48 1/2 C T 1/2
~~62+48~~ = T 1/2 90 ft $\Delta 50$
62+30 1/2 on St
62+00 Post 20 ft
61+05 1/2 Cor 30 ft
61+03 Cor 30 ft

57+48 Pole
26 1/2
27 1/2

60+69 3 B 1170 10 ch
60+18 2 1170 90 ft
60+10 1/2 70 ft
59+69 1/2 Road Sing Farm
59+20 1/2 2-16 1/2 long gate R
28 1/2 long 10 ch

54+20 1/2 Up 46 ft

56+33 1/2 A 1170 10 ch
53+58 1/2 1109
54+58 Cor 50 ft
54+42 1/2 Old 1119
53+83 1/2 Cor 50 ft
53+71 1/2 Cor 50 ft
53+49 1/2 End 1119
53+60 1/2 Cor 50 ft
Undergrade 10 ch

57+39 1/2 1119 10 ch
57+35 1/2 Cor 50 ft
57+16 1/2 16 long gate L
57+11 1/2 Cor 50 ft

T_{H2}
Δ 50°

SL
W
P

Ed
id
10 IC

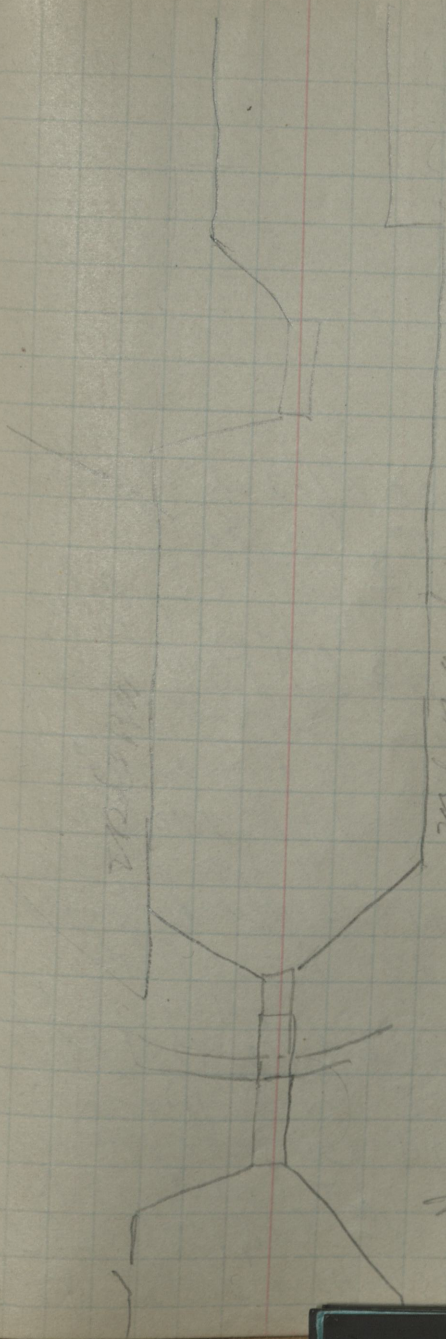
R
ch
mo

S

pad
h

26/3/05
Postal 37

61 570
9
10



594932

23d 4130

23d 4130

23d 2830

85795 - Postal pole 26 P

87+00 21/32 - Postal 26

86+69 Cor 30 R

TR 98 R

86+44³

Old C. pipe 74
+ 11 R

85+54³

Old C. pipe 74
+ 11 R

85+11⁵

Sh. 11 R

84+93¹

U. K. 11 R

81+98⁹

11 R

75+04⁵

2 1/2 ch 11 R

74+72

Cor 30 R

71

140 ch 11 R

74+49⁸

C 1120 11 R

74+38

Cor 30 R

71+74

Cor 30 R

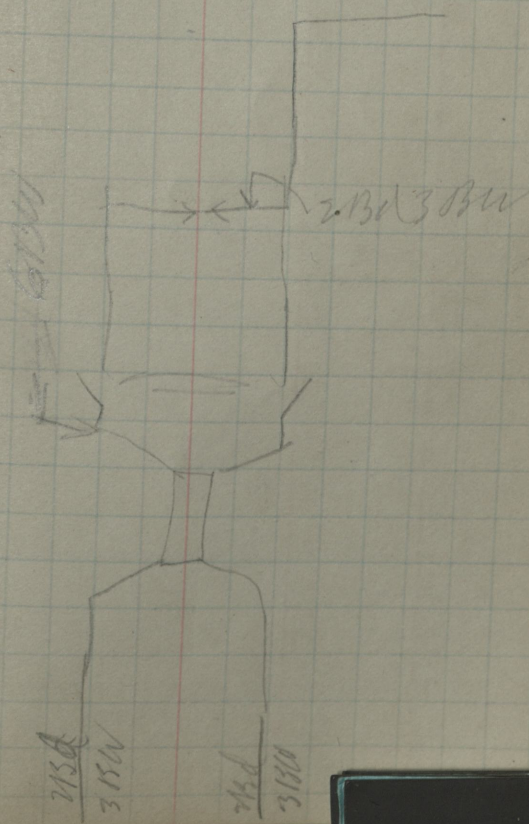
63+38⁴

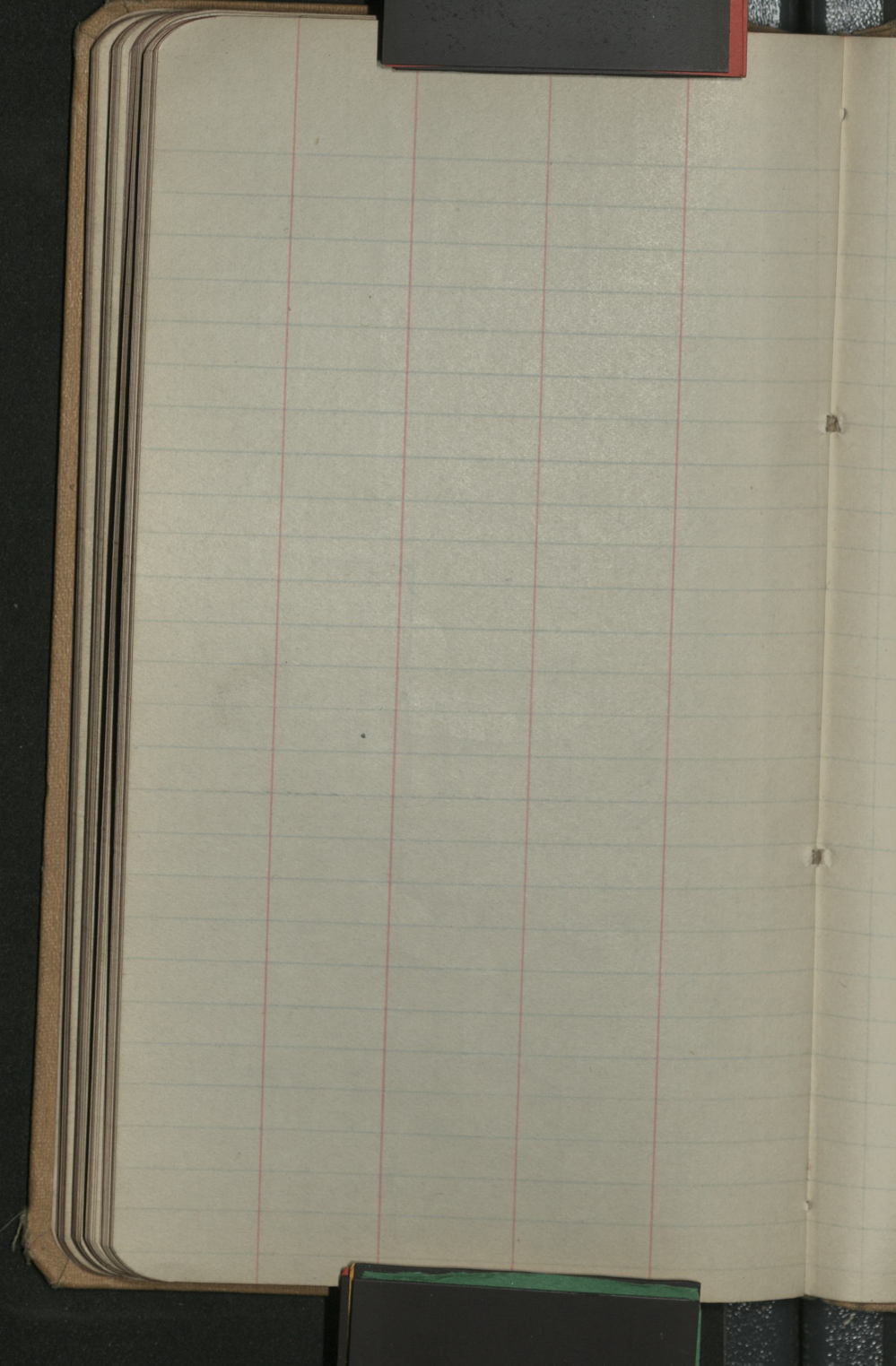
Old POC 20 24 11

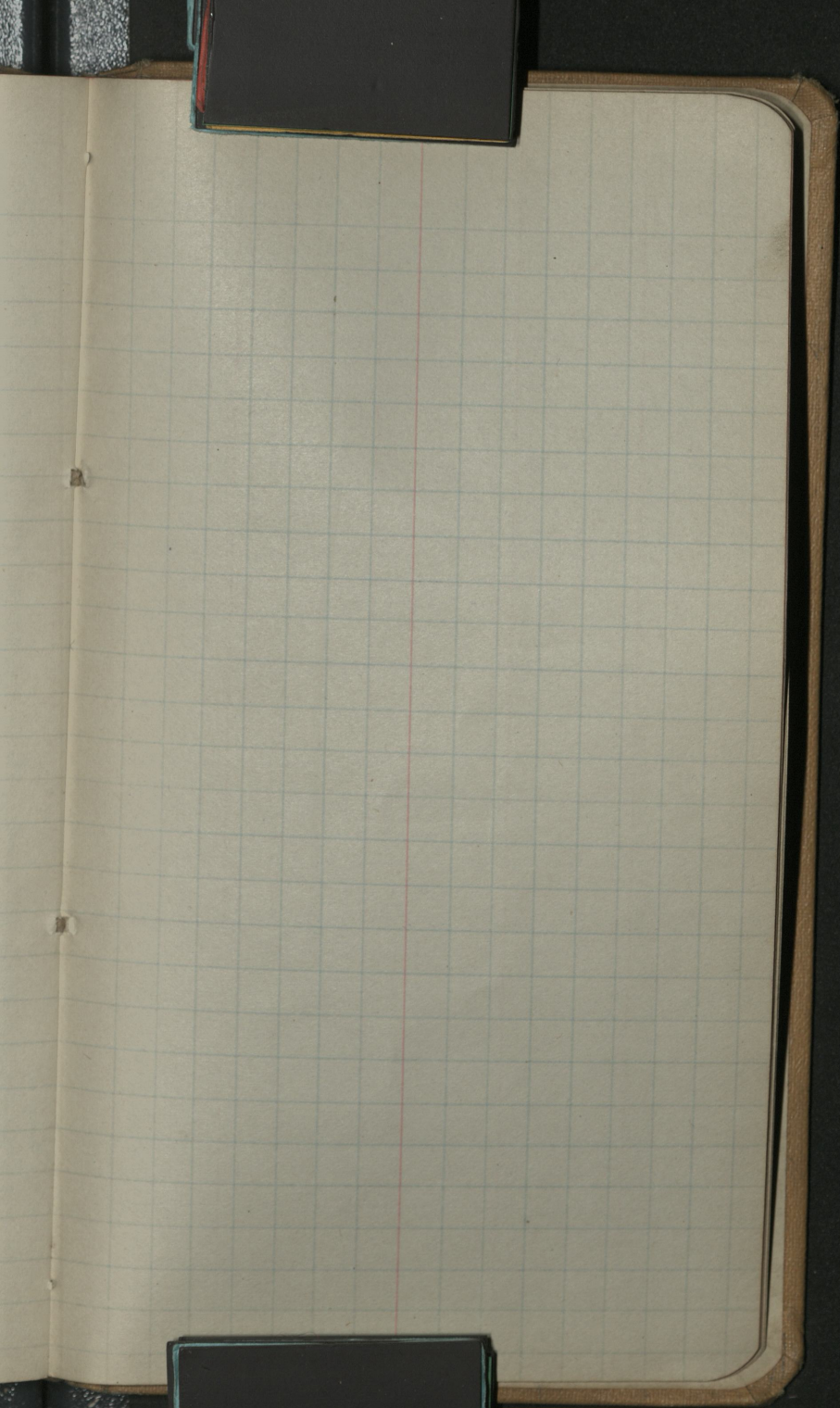
62+54

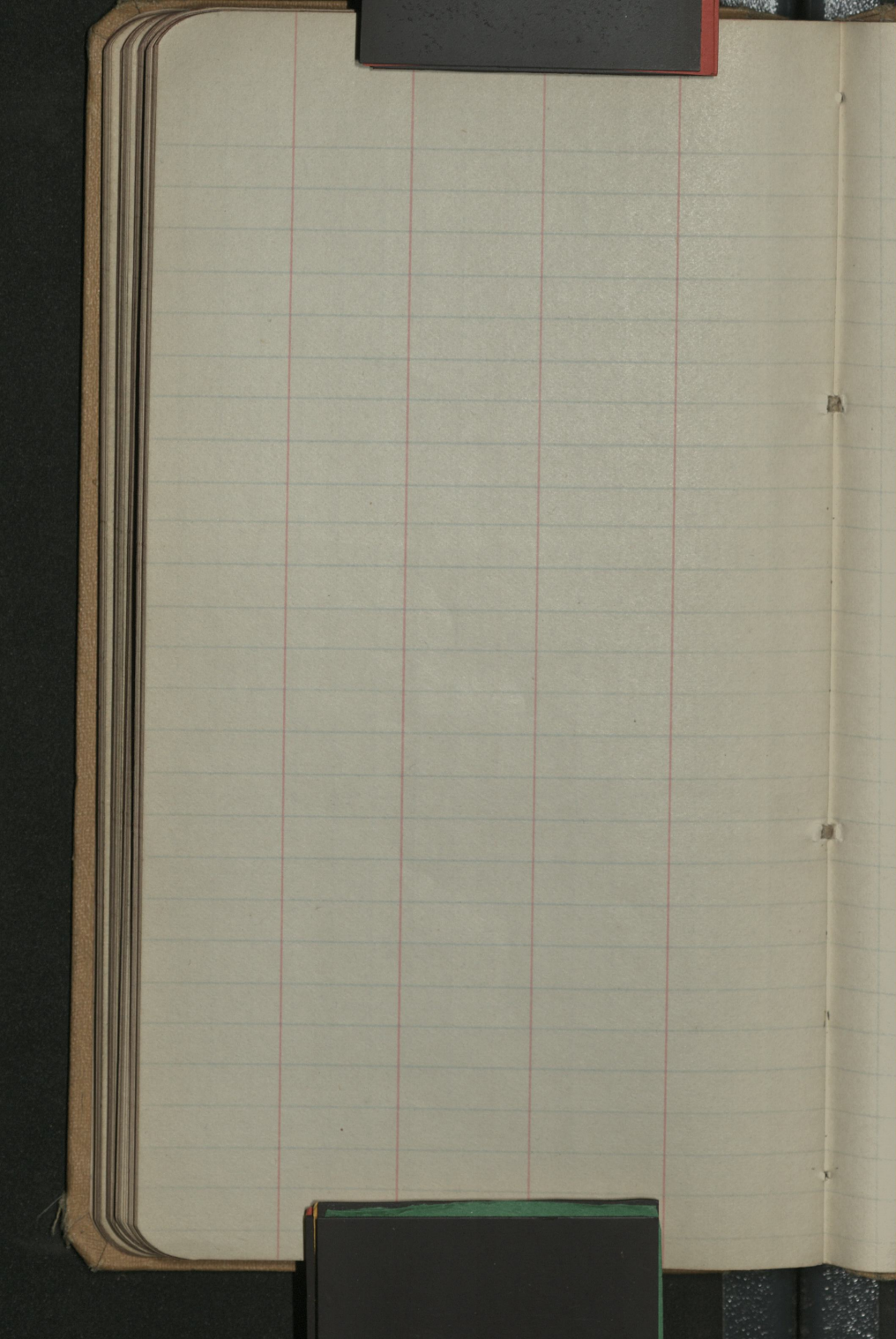
yard 11 R

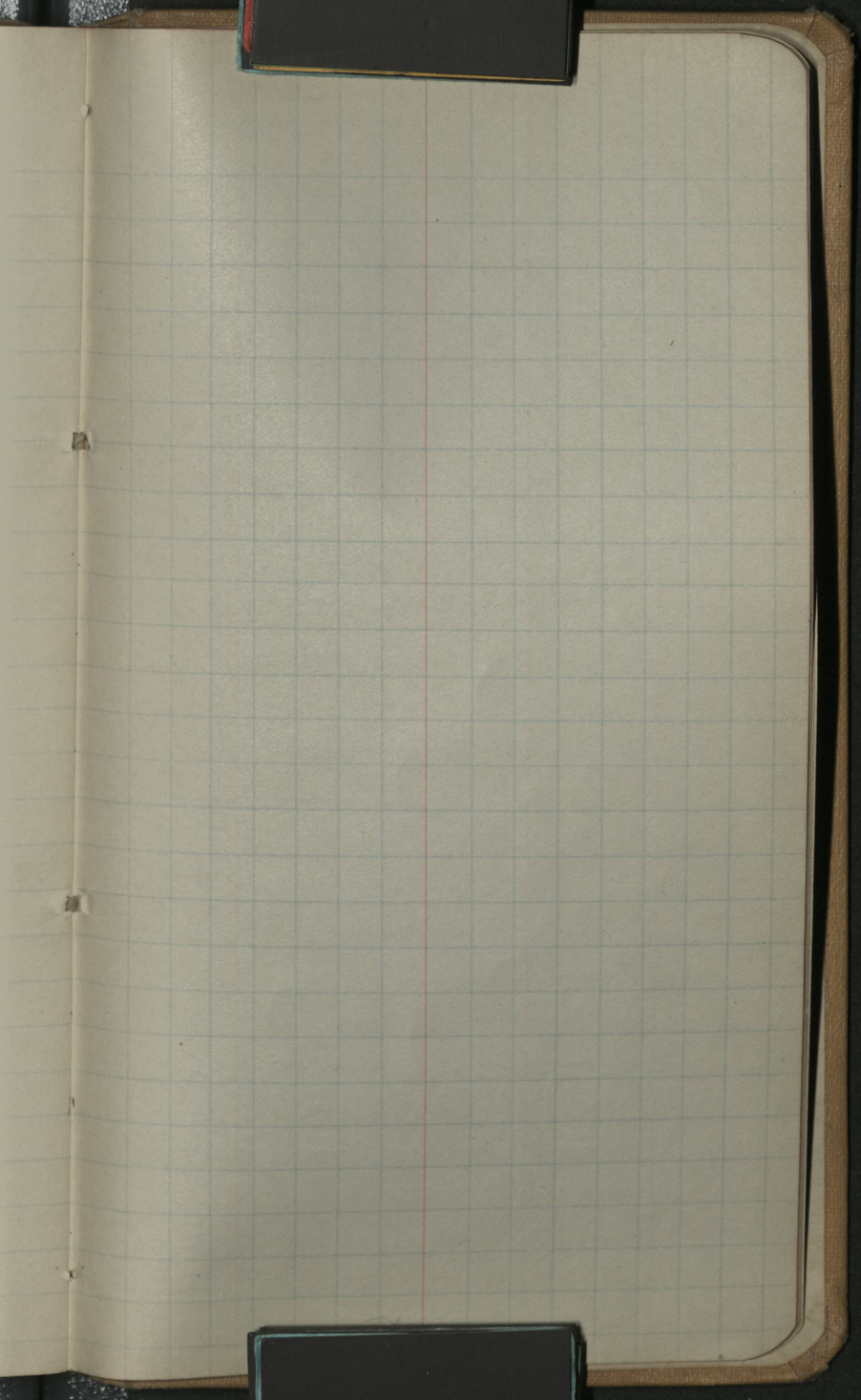
26
RGR
up 74
W
4/11
piped top

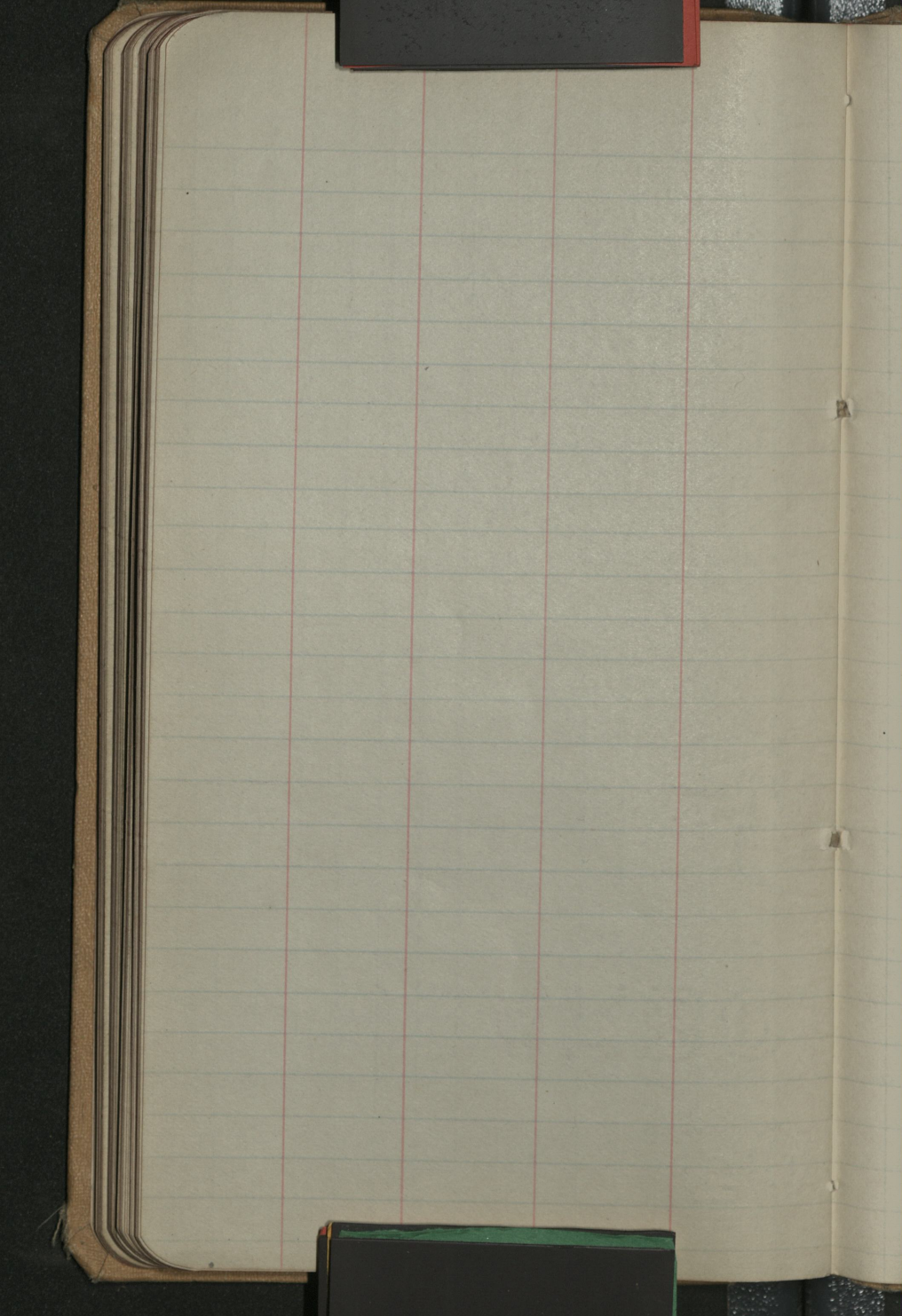


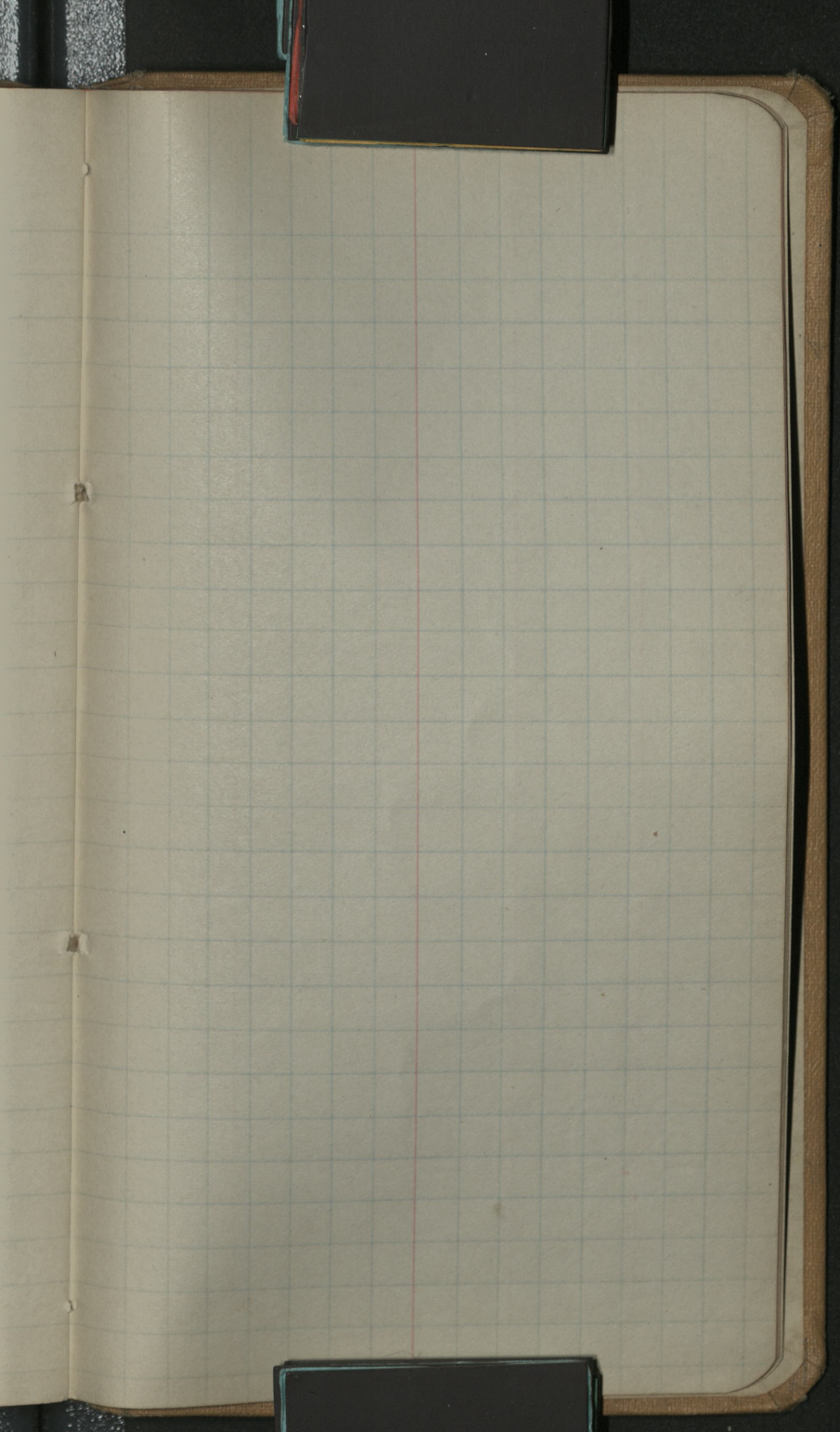


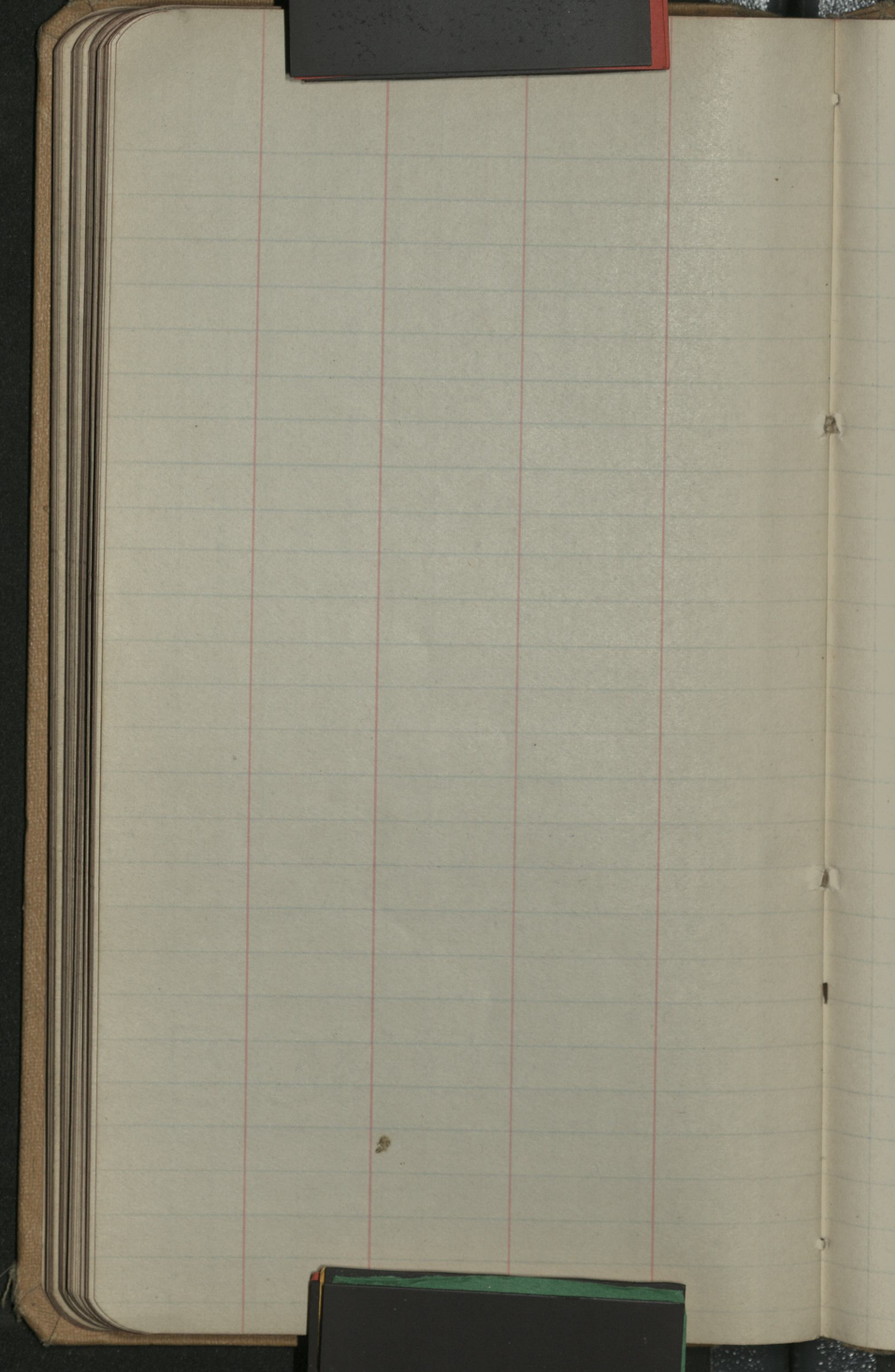


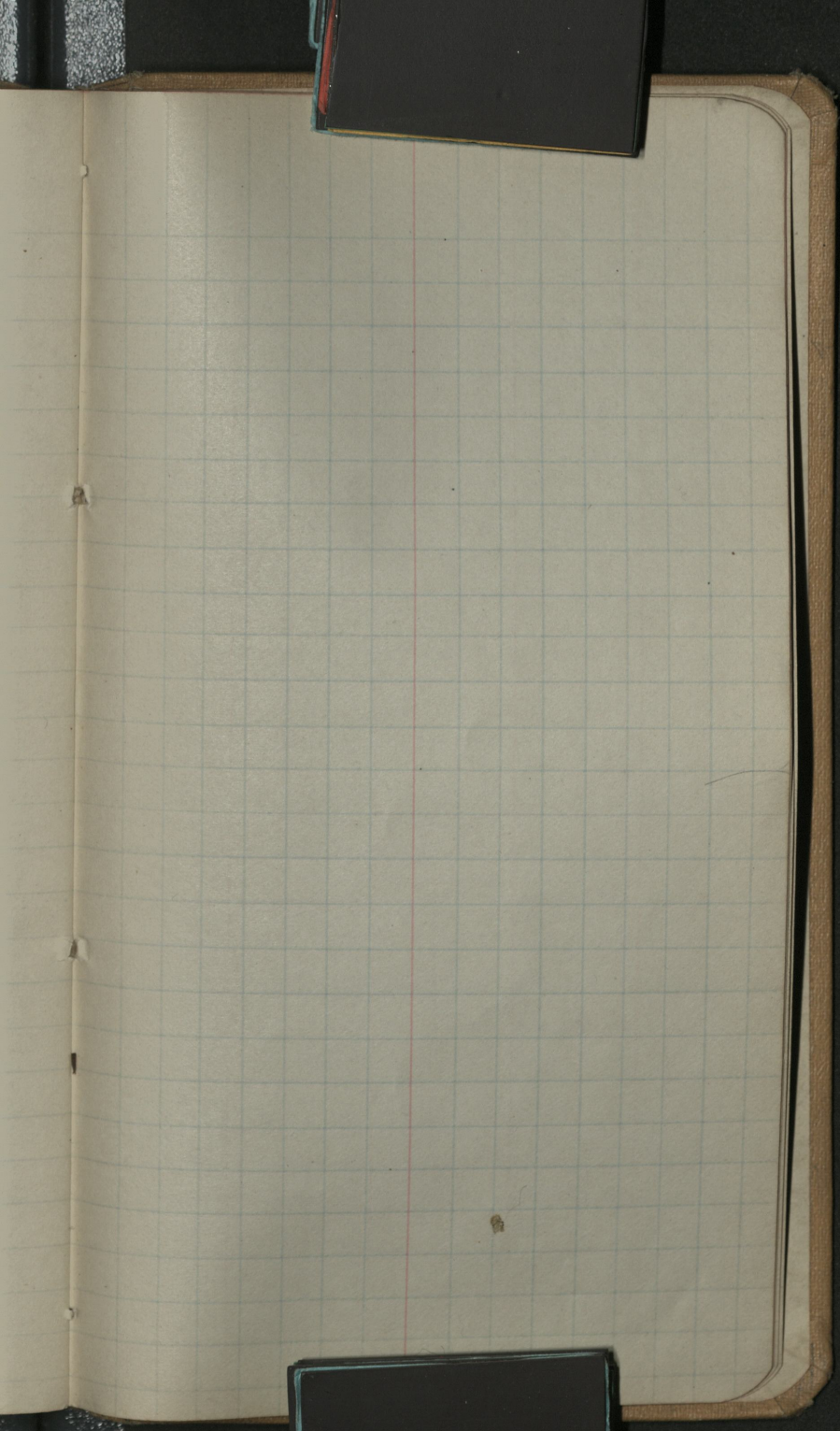


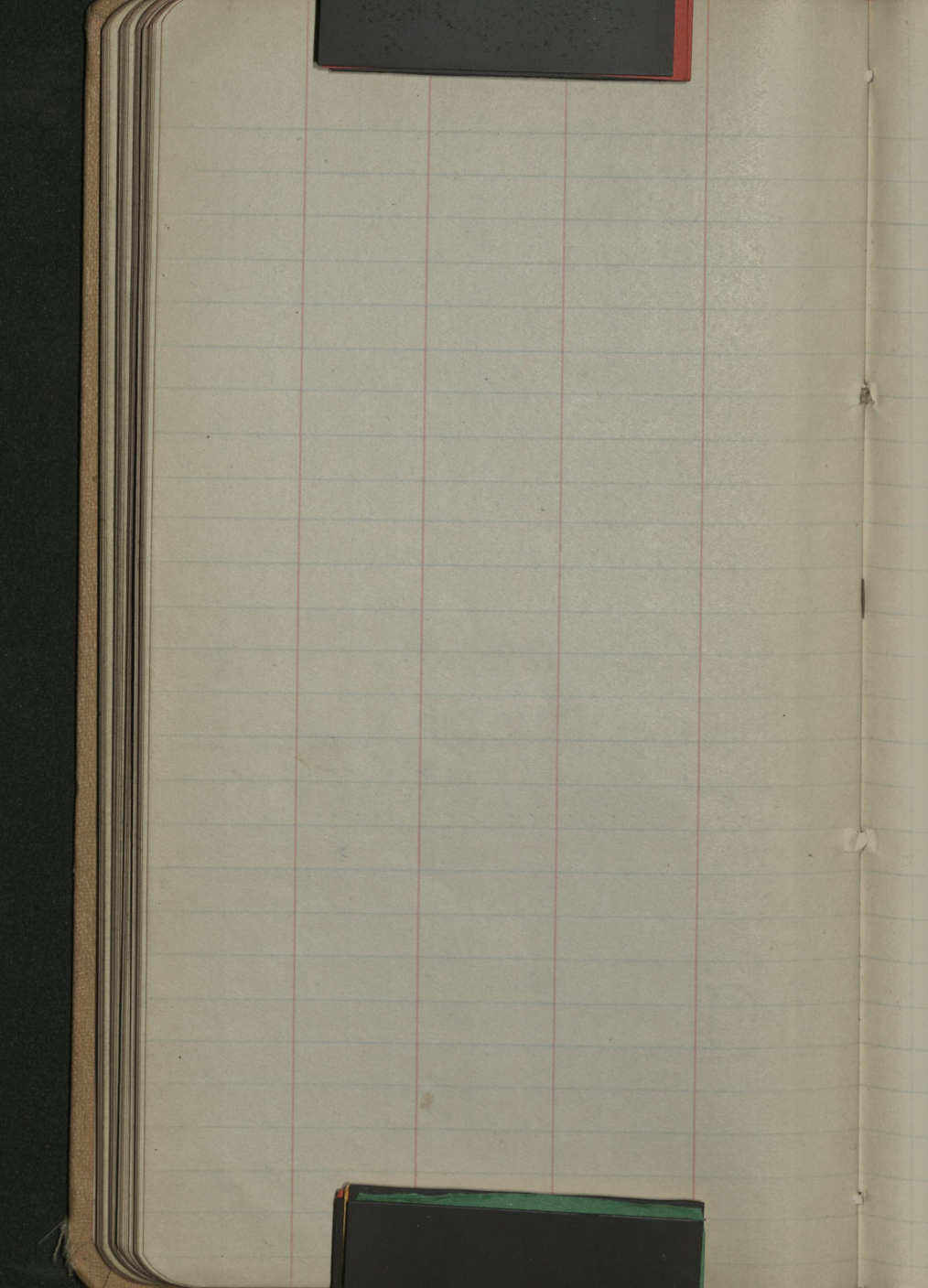


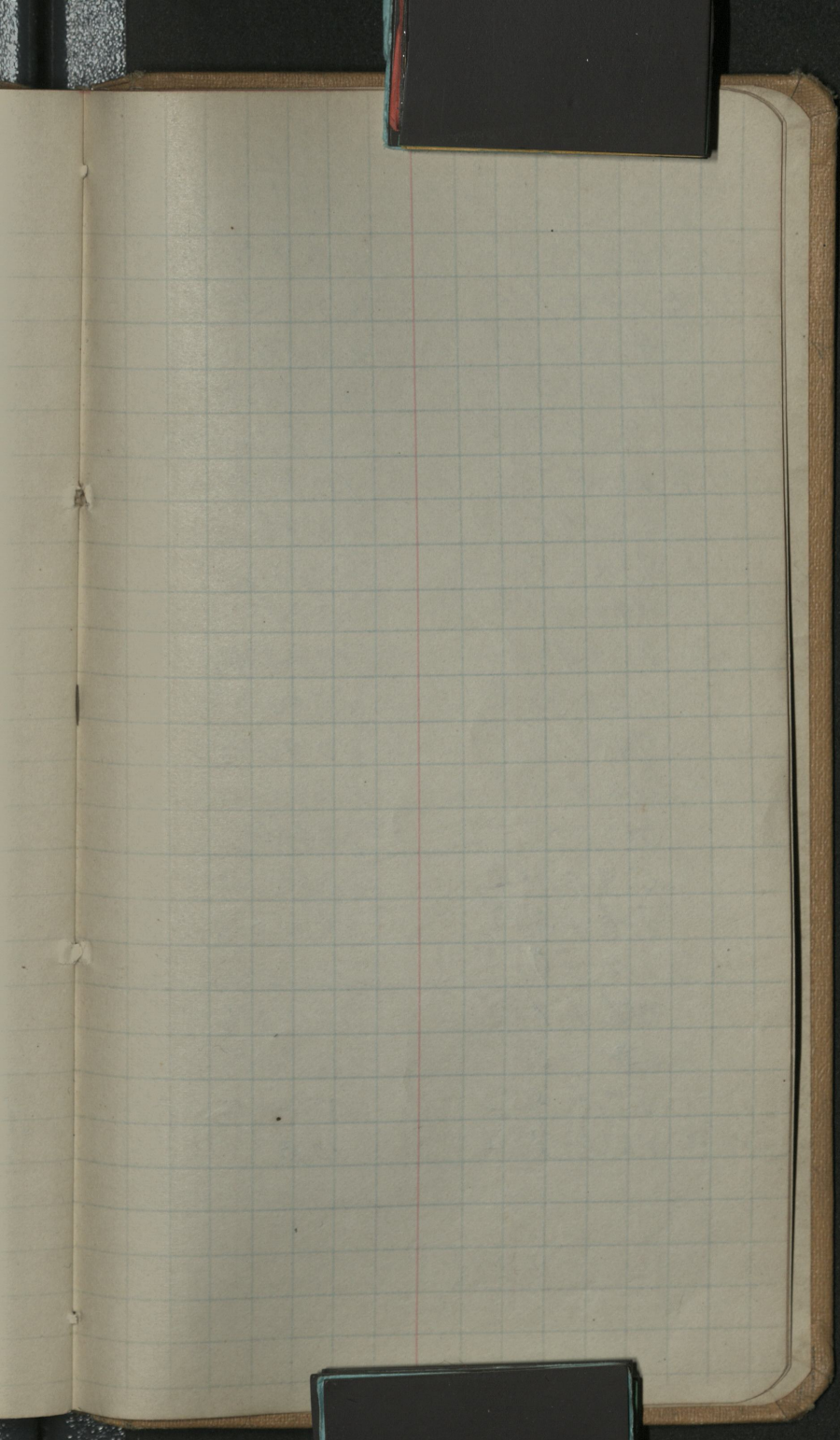












$$\begin{array}{r} 1014035 \\ 97+705 \\ \hline 34310 \end{array}$$

$$\begin{array}{r} 11085381 \\ 576 \\ \hline 11616 \end{array}$$

$$\begin{array}{r} 110884389 \\ 11114+789 \\ 41+189 \end{array}$$

$$\begin{array}{r} 10805 \\ 1050\frac{1}{2} \end{array}$$

$$\begin{array}{r} 67+589 \\ 93+989 \end{array}$$

$$1058$$

$$1053$$

$$1052$$

$$11220+389$$

$$1087$$

$$46+789$$

$$1055$$

$$73+189$$

$$1088$$

$$99+589$$

$$1059$$

$$11325+989$$

$$1059\frac{1}{2}$$

$$52+389$$

$$1090$$

$$78+789$$

$$1090\frac{1}{2}$$

$$11400+189$$

$$1091$$

$$31+589$$

$$1091\frac{1}{2}$$

$$59+989$$

$$1092$$

$$84+389$$

$$1092\frac{1}{2}$$

$$11510+989$$

$$1093$$

$$38+189$$

$$1093\frac{1}{2}$$

$$68+589$$

$$1094$$

$$89+989$$

$$1094\frac{1}{2}$$

$$11616+389$$

$$1095$$

21527
266

$$11880 + 389$$

$$1100\frac{1}{2}$$

$$11906 + 789$$

$$1100\frac{1}{2}$$

$$33 + 189$$

$$1101\frac{1}{2}$$

$$59 + 589$$

$$1101\frac{1}{2}$$

$$85 + 989$$

$$1102$$

$$12012 + 389$$

$$1102\frac{1}{2}$$

$$38 + 789$$

$$1103$$

$$65 + 189$$

$$1103\frac{1}{2}$$

$$91 + 589$$

$$1104$$

$$12117 + 989$$

$$1104\frac{1}{2}$$

$$44 + 389$$

$$1105$$

$$70 + 789$$

$$1105\frac{1}{2}$$

$$97 + 189$$

$$1106$$

$$12223 + 589$$

$$1106\frac{1}{2}$$

$$49 + 989$$

$$1107$$

$$76 + 389$$

$$1107\frac{1}{2}$$

$$12302 + 789$$

$$1108$$

$$29 + 189$$

$$1108\frac{1}{2}$$

$$55 + 589$$

$$1109$$

$$81 + 989$$

$$1109\frac{1}{2}$$

$$12408 + 589$$

$$1110$$

81	57 + 98 ²	10 74 ¹ / ₂
	74 + 38 ²	10 30
82	10 + 78 ²	10 30 ¹ / ₂
	37 + 78 ¹ / ₂	10 31
	63 + 58 ²	10 31 ¹ / ₂
	84 + 98 ²	10 32
83	16 + 38 ²	10 32
	42 + 78 ²	10 33
	69 + 18 ²	10 33 ¹ / ₂
	95 + 08 ²	10 34
84	21 + 98 ²	10 34 ¹ / ₂
	48 + 38 ²	10 35
	74 + 78 ²	10 35 ¹ / ₂
85	01 + 18 ²	10 36
	27 + 58 ²	10 36 ¹ / ₂
	53 + 98 ²	10 37
	80 + 38 ²	10 37 ¹ / ₂
86	06 + 78 ²	10 38
	33 + 18 ²	10 38 ¹ / ₂
	59 + 58 ²	10 39
	85 + 98 ²	10 39 ¹ / ₂
87	12 + 38 ²	10 40
	38 + 78 ²	10 40 ¹ / ₂
	65 + 18 ²	10 41
	91 + 58 ²	10 41 ¹ / ₂
88	17 + 98 ²	10 42
	44 + 38 ²	10 42 ¹ / ₂

665 528		
10137	+ 989 M P	1067
	64 + 389	1067½
	70 + 789	1068
102	17 + 189	1068½
	43 + 589	1069
	69 + 989	1069½
	96 + 389	1070
103	22 + 789	1070½
	48 + 189	1071
	75 + 589	1071½
104	01 + 989	1072
	28 + 389	1072½
	54 + 789	1073
	81 + 189	1073½
105	07 + 589	1074
	33 + 989	1074½
	60 + 389	1075
	86 + 789	1075½
106	13 + 189	1076
	39 + 589	1076½
	65 + 989	1077
	92 + 389	1077½
107	18 + 789	1078
	45 + 189	1078½
	71 + 589	1079
	97 + 989	1079½

$$\begin{array}{r}
 3280 \\
 920 \\
 \hline
 105600 \\
 475200 \\
 \hline
 4857600
 \end{array}$$

$$\begin{array}{r}
 920 \\
 850 \\
 \hline
 45 \\
 26800 \\
 211200 \\
 \hline
 237600
 \end{array}$$

$$\begin{array}{r}
 8757+9890 \\
 528+00 \\
 \hline
 8685+989 \\
 921 \\
 2928 \\
 2658 \\
 \hline
 2055+587
 \end{array}$$

$$\begin{array}{r}
 1068 \frac{1}{2} \\
 575 \\
 \hline
 1926 \frac{1}{2}
 \end{array}$$

$$\begin{array}{r}
 1100 \\
 575 \\
 \hline
 225 \\
 1011+559
 \end{array}$$

$$\begin{array}{r}
 5280 \\
 192 \\
 \hline
 10560 \\
 47520 \\
 5280 \\
 \hline
 10139+889
 \end{array}$$

$$\begin{array}{r}
 1085 \\
 875 \\
 \hline
 210 \\
 52800 \\
 10560 \\
 \hline
 11088+889
 \end{array}$$

$$\begin{array}{r}
 5280 \\
 210 \\
 \hline
 52800 \\
 10560 \\
 \hline
 17088000
 \end{array}$$

$$\begin{array}{r}
 5280 \\
 225 \\
 \hline
 10400 \\
 10560 \\
 10660 \\
 \hline
 17880+389
 \end{array}$$

$$\begin{array}{r} 8316 + 38 \\ \underline{525} \\ 8544 \end{array}$$

$$6/36$$

$$\begin{array}{r} 27 + 3205 \\ \underline{33 + 25} \\ 60 + 57 \text{ } 05 \end{array}$$

30' for $\frac{2}{5036}$

$$\begin{array}{r} 6/17 \\ 2/442833 \\ \hline 22 + 14166 \end{array}$$

$$16 + 72$$

$$11 + 7055$$

$$\begin{array}{r} 1180 \\ \underline{23 + 94166} \\ 62 + 485 \end{array}$$

$$28 + 14255$$

$$\begin{array}{r} 80 + 4266 \end{array}$$

$$8 + 60$$

$$\begin{array}{r} 90 \\ \underline{85 + 3266} \end{array}$$

$$\begin{array}{r} 17 + 20 \end{array}$$

$$11 + 7055$$

$$28 + 9055$$

